

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



**Democracy Services
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX**

**Direct Line: 0208 545 3357
Email: democratic.services@merton.gov.uk**

Date: 23 September 2021

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for Housing,
Regeneration and the Climate Emergency**

The attached non-key decision has been taken by the Cabinet Member for Housing, Regeneration and the Climate Emergency with regards to:

- **Low Traffic Neighbourhood (LTN) – Links & Seely Roads, Mitcham**

and will be implemented at **noon on Tuesday 28 September 2021** unless a call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant sections of the constitution.

Yours sincerely

**Amy Dumitrescu
Democracy Services**

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

Title of report: Low Traffic Neighbourhood (LTN) – Links & Seely Roads, Mitcham

Reason for exemption (if any) – N/A

Decision maker

Councillor Martin Whelton, **Cabinet Member for Housing, Regeneration, & the Climate Emergency**

Date of Decision

22 September 2021

Date report made available to decision maker

22 September 2021

Decision

Having considered the representations received during the statutory consultation and the review, I support the officer recommendation in making the LTNs in Links and Seely Roads & the associated double yellow lines permanent.

Reason for decision

To maintain the achieved outcome which include the removal of through traffic, reduction of traffic along the affected roads, reduce speed of traffic and risk; This will further complement the benefits of other initiatives and policies throughout the borough in improving the general environment and bring about a change in behaviour and attitude. To make the road safer the pedestrians and cyclists and encouraging active travel

Alternative options considered and why rejected

To remove the restrictions. This would be against the support received thus far and against Council's objectives in improving the environment in terms of reducing through traffic, safety, and air quality

Documents relied on in addition to officer report

N/A

Declarations of Interest

N/A

Martin Whelton

Cllr Martin Whelton 22 September 2021

Cabinet member for housing, regeneration, and the climate emergency

Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.

IMPORTANT – this decision should not be implemented until the call-in period has elapsed.

Committee: Cabinet Member Report

Date: 22th September 2021

Agenda item: N/A

Wards: Graveny

Subject: Low Traffic Neighbourhood (LTN) – Links & Seely Roads, Mitcham

Lead officer: Chris Lee, Director of Environment & Regeneration.

Lead member: Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency

Forward Plan reference number: N/A

Contact Officer: Mitra Dubet, email: mitra.dubet@merton.gov.uk

Recommendations:

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the results of the review and the Experimental Traffic Management Order used to the implement the LTNs in Links & Seely Roads aimed at reducing speed and volume of traffic and to encourage safer walking and cycling. Please see plan in Appendix 1.
- B) To consider all the representations received (as set out in appendix 2 and 4) and agrees to proceed with making both LTNs permanent by making the permanent Traffic Management Order.
- C) Agrees to the making of the permanent TMO for the double yellow lines Links & Seely Roads adjacent to the LTNs. This facilitates the turning heads.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the review and the Experimental Traffic Management Order on the implementation of the LTNs in Links & Seely Roads aimed at reducing volume of traffic and to create a better environment for the local residents. Please see plan in Appendix 1.
- 1.2 It seeks approval to make the double yellow lines and both LTNs permanent.

2. DETAILS

- 2.1 In response to a green recovery, DfT / TfL provided funding (subject to a bid process) to boroughs to consider, consult and implement LTNs on a number of identified routes. These routes were identified by some residents and / or were previously known to be popular rat runs particularly during the peak periods.
- 2.2 A low traffic neighbourhood (LTN) is considered within a residential area, bordered by main roads (places where buses, lorries, non-local traffic should be), where "through" motor vehicle traffic could be discouraged or removed. Strategic road closures (bollards or planters) or banned movements prevent through traffic whilst maintaining access.
- 2.3 As part of the LTN programme, during trench 1 of the funding process, the Council was successful in its bid to DfT/TfL in securing funding to design and implement a combined LTNs in Links and Seely Roads. However, due to extremely tight deadlines set by TfL/DfT, these LTNs were introduced under an Experimental Order. As per legislation, the Council does need to make a decision no later than 18 months of the ETMO coming into effect.

3.0 SCHEME

- 3.1 The scheme was introduced in September 2020 under an Experimental Traffic Management Order (EMTO) which enables the implementation of a scheme during the statutory consultation stage. An Experimental Order allows the restrictions and the Order to be in place for a maximum of 18 months before a final decision is made. Anyone can make a representation within the first six months (the statutory/formal consultation period) of the Experimental Order coming into force.
- 3.2 The EMTO allowed the Council to meet its extremely tight deadlines but more importantly, it enabled the residents and other road users to experience the restrictions, thereby allowing them to make an informed decision prior to responding to the consultation. Consultees had 6 months to respond to the consultation and residents were encouraged to allow sufficient time to experience the scheme before making representations.
- 3.3 The initial road closures included free standing planters, lockable removable bollards for use only by emergency services and non-motorised vehicles and double yellow line waiting restrictions to enable drivers to turn around at the point of closure.
- 3.2 Although it is normal practice to undertake before and after surveys that can be used for an impact assessment, particularly on the neighbouring roads, due to the pandemic / lock down and a general change in traffic pattern and behavior, any survey at the time would not have yielded a true reflection of *normal* traffic – something that would be required for a meaningful before and after comparison. Notwithstanding this, London Rd is a Strategic Road Network and Streatham Road is a London Distributor Rd; both are bus routes and primary emergency routes and therefore all traffic including all local traffic should use these roads rather than attempting to cut through the Alphabets roads.

4. CONSULTATION

4.1 Statutory Consultation

The consultation under the Experimental Order on the LTNs began on 7th September 2020 and concluded in March 2021. Newsletters were delivered to 958 properties within the catchment area (see plan in appendix 5). The newsletters detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan for each LTN is attached in Appendix 1.

- 4.2 Residents were encouraged to submit their feedback on the Council's website using specific on-line feedback links; hard copies were made available to those without access to a computer. Residents were also encouraged not to submit feedback until the scheme has time to settle; however, it appears that many made their representation shortly after the implementation which would have been within the somewhat chaotic stage of the scheme whilst drivers found their way around the restriction and prior to settling down period which could take some time for this type of scheme; this is to say that those residents who submitted their objections did not afford themselves sufficient time to experience the improvement. All available information was also posted on the website. <https://www.merton.gov.uk/covid-19-transport-projects>. Street notices were erected on lamp columns and published in the local papers and the London Gazette.
- 4.3 The consultation resulted in 92 representations. After removing blanks and those without an address and combining multiple entries from the same person / household, the statutory consultation resulted in a total of 69 representations. There were 42 representations from within the catchment area which represents 4.4% of the consulted catchment area. There are 13 in support of the scheme and 29 objections. The majority of objections are based on inconvenience because of increased in journey times; congested traffic on the main roads increasing pollution; concerns for emergency services (which have been addressed by the removal of the bollards). All representations are detailed in appendix 2.
- 4.3.1 Representations from outside the consultation catchment area are also detailed in appendix 2.
- 4.4 It is essential to note that when making a decision based on the outcome of a statutory consultation, consideration must be given to the validity of objections rather than the number of objections. Additionally, although the on-line feedback link did ask views in terms of level of agreement and disagreement with regards to the scheme, within a statutory consultation, objections are invited and should be given due consideration. Although an assumption cannot be made in terms of level of support from many who did not participate within the consultation, a lack of response from those who chose not to participate could be considered that they do not object to the scheme i.e. only 3% of the residents who were consulted object to the scheme.
- 4.5 All statutory bodies were consulted. Emergency Services did raise concerns regarding the use of lockable bollards that would impact their response time. At the time, funding was not available for ANPR camera enforcement; however, due to ongoing concerns raised by the Emergency services across London where many local authorities were also implementing LTNs, TfL / DfT agreed to provide the funding required for ANPR cameras. The use of an ANPR camera simply means a change in the nature of enforcement which facilitates those concerns and objections from Emergency services and some of the objectors. Following a successful bid for additional funding, the Council was able to secure the necessary ANPR cameras which were installed. This addressed the objections and concerns raised by the Emergency services and some of the residents. The objections based on emergency access as raised by some residents can therefore be considered as addressed and thereby overruled.
- 4.6 Following the completion of the statutory consultation in March 2021, during June / July 2021 the Council carried out a further engagement with the residents via a questionnaire. In June 2021 a newsletter was delivered to all the properties within the catchment area and residents were asked to complete a simple on line questionnaire. Hard copies were also made available upon request. A copy of the newsletter is attached in appendix 3.

- 4.7 After removing blanks, multiple entries and those without an address, the outcome of the review / questionnaire resulted in a total of 159 responses. There were 139 from within the catchment area representing a response rate of 14.5% of which 58 support the scheme, 6 are unsure and the rest object. The majority of objections are based on inconvenience because of increased in journey times; congested traffic on the main roads increasing pollution; concerns for the emergency services. All responses are detailed in appendix 4.
- 4.8 As already mentioned, when considering the outcome of the of this type of consultation, recommendations and decisions would need to be based on comments i.e. the reasons for residents' objections. Although the majority of those who responded do not support the scheme, after a closer analysis of the comments, it is clear that many consider the inconvenience of a longer journey is not acceptable and despite the fact that the posts have been removed, some residents continue to raise the LTN as a hinder to the emergency access. There are couple of comments regarding damage to property due to drivers having to turn around at the point of closure; this however, is more to do with poor driving than the actual LTNs; there are some comments regarding signage which have now been addressed and if the scheme becomes permanent a further review of the signs will be undertaken. The majority of objections are based on additional traffic on London Rd and Streatham Rd and therefore increase in journey times. London Rd is a Strategic Road Network and Streatham Road is a London Distributor Rd and the concept of a LTN is to compel all traffic including local traffic to use these roads rather than attempting to cut through the Alphabets roads and to encourage residents to think twice about using their vehicles for short journeys.
- 4.9 The local Ward Councillors have been engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the Ward Councillors prior to preparing this report.

Comments from Ward Councillors

As local ward councillors, we are supportive of the principle of Low Traffic Neighbourhoods (LTN) as a way of trying to reduce through traffic on residential roads and create a more pleasant environment for pedestrians and cyclists. However, we are equally committed to ensuring that the Council takes account of the particular concerns of residents in relation to the scheme. We are therefore pleased that two consultations were undertaken.

We note that in both consultations there was a relatively low response rate. A number of residents expressed a concern about how emergency vehicles would access the roads. In response, we are pleased that the council has addressed that concern by replacing the original bollards with Automatic Number Plate recognition (ANPR) cameras.

Overall, we acknowledge that there are residents in favour and residents in opposition to the retention of the scheme. We believe that there are benefits to its retention, but we understand and acknowledge the concerns that have been raised. We will support the Cabinet Member's decision whatever he decides.

5. OFFICER'S RECOMMENDATION

- 5.1 When considering the outcome of the statutory consultation and the review feedback, consideration must be given to the nature and validity of the comments / representations and the Council's objectives. Given the extremely low response rate during both the statutory consultation and the review and the nature and contents of the comments received vs the overall benefits, it is recommended that the LTNs in Seely and Links Roads are made permanent. It is considered that the benefits outweigh some of the inconvenience some residents may experience. This scheme is in line

with other policies and initiatives across the borough and London which is believed to be the right step forward in changing road user behavior as well as the general environmental benefits.

6. ALTERNATIVE OPTIONS

- 6.1 To remove the LTN will result in an increase in volume of traffic through these roads; an increase in speed and will do nothing to meet the Council's various objectives in terms of improved air quality and environment.

7. TIMETABLE

- 7.1 A newsletter detailing the results of the consultation and Cabinet Member decision will be distributed to all the consultees soon after a Cabinet Member decision is made and published. The permanent Traffic Management Order will be made and published soon after.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 All the associated costs are covered by the LSP and LiP funding provided by DfT / TfL.

9. LEGAL AND STATUTORY IMPLICATIONS

- 9.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 9.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 9.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

10 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs.
- 10.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

11. CRIME AND DISORDER IMPLICATIONS

N/A

12. RISK MANAGEMENT IMPLICATIONS

- 12.1 The risk of not acting in line with the majority feedback could lead to dissatisfaction amongst the objectors.
- 12.2 The risk of removing the LTNs would be that volume of traffic and speeding traffic will increase; it will not address all the various objectives regarding improved air quality and safer improved environment.

13. ENVIRONMENTAL IMPLICATIONS

- 13.1 The removal of rat running / reducing volume of traffic will ensure a reduced road safety risk; a better environment for residents and vulnerable road users; a reduction in noise and pollution.

14. APPENDICES

- 14.1 The following documents are to be published with this report and form part of the report.

- Appendix 1 - Newsletter and plan – statutory consultation September 2020
- Appendix 2 - Representations to statutory consultation September 2020 - March 2021
- Appendix 3 - Newsletter- Review June / July 2021
- Appendix 4 - Representations to Review questionnaire June /July 2021
- Appendix 5 - Consultation area plan



**Traffic & Highway Services London
Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX**

**Direct Line: 020 8545 3054
Fax: 020 8545 3038
Our Ref: LTN-Links Road
Date: 27 August 2020**

COVID-19 - LOW TRAFFIC NEIGHBOURHOODS (LTN) LINKS ROAD NEAR ITS JUNCTION WITH HAILSHAM ROAD - EXPERIMENTAL ROAD CLOSURE

Proposed Road Closure

As part of Merton's response in maintaining social distancing, removing rat running and to encourage safe walking and cycling, we will be introducing a temporary road closure on Links Road near its junction with Hailsham Road. The proposal will include free standing planters, lockable removable bollards for use only by the emergency services and authorised vehicles and double yellow line waiting restrictions to enable drivers to turn around without obstruction from park vehicles.

Consultation process

The proposed measure is being introduced under an Experimental Traffic Management Order:

- This allows the Council to implement the restrictions during the consultation period.
- It allows the Council to assess and monitor the restrictions and its impact.
- It will enable the residents and other road users to experience the restrictions, thereby allowing them to make informed comments.

The restrictions and the Order will be in place for a maximum of 18 months. Anyone can object and make representations within the first six months (the statutory/formal consultation period) of the experimental Order coming into force and the implementation of the works. Consultees (mainly residents) are encouraged to make their comments at least 3 months after implementation. Consultees will have 6 months to respond to the consultation. All representations will be considered prior to making a final decision which could include its removal, making any necessary modifications or making it permanent.

Street notices will also be erected within the vicinity of the proposals to inform residents and road users of the start of the restrictions and the statutory consultation.

All available information including updates will be posted on the website. All representations must be made on line using the following link. Please note that you may not be able to submit any comments until end of September 2020

<https://www.merton.gov.uk/covid-19-transport-projects>

A response will not be made until the consultation is concluded and a final decision is made. The Council will monitor the situation and will make the appropriate adjustments if and when necessary.

Date and Time of Works

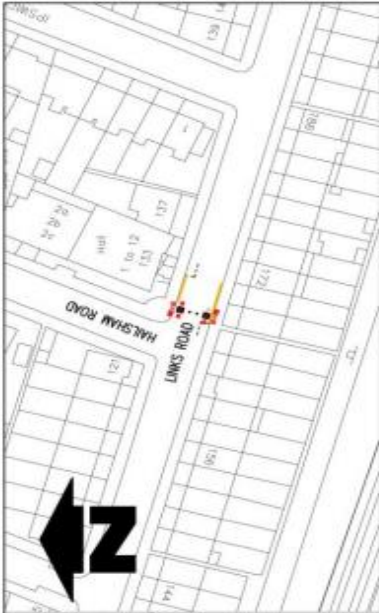
Implementation of the proposal may be as soon as 7 September 2020, weather permitting. See the general layout plan overleaf. Further Information and Contact Details for the Works

The people looking after these works are:

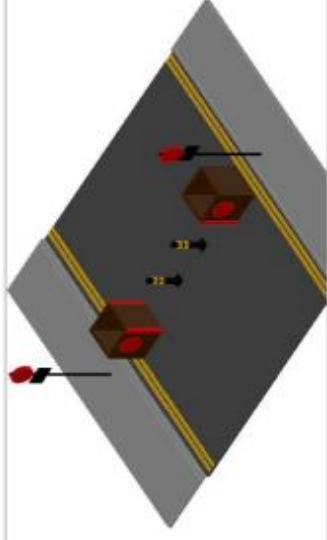
James Geeson Merton Council Engineer: 02085453054

Gus Smith FM Conway Ltd, Contract Manager 07748632920 / 02086368822

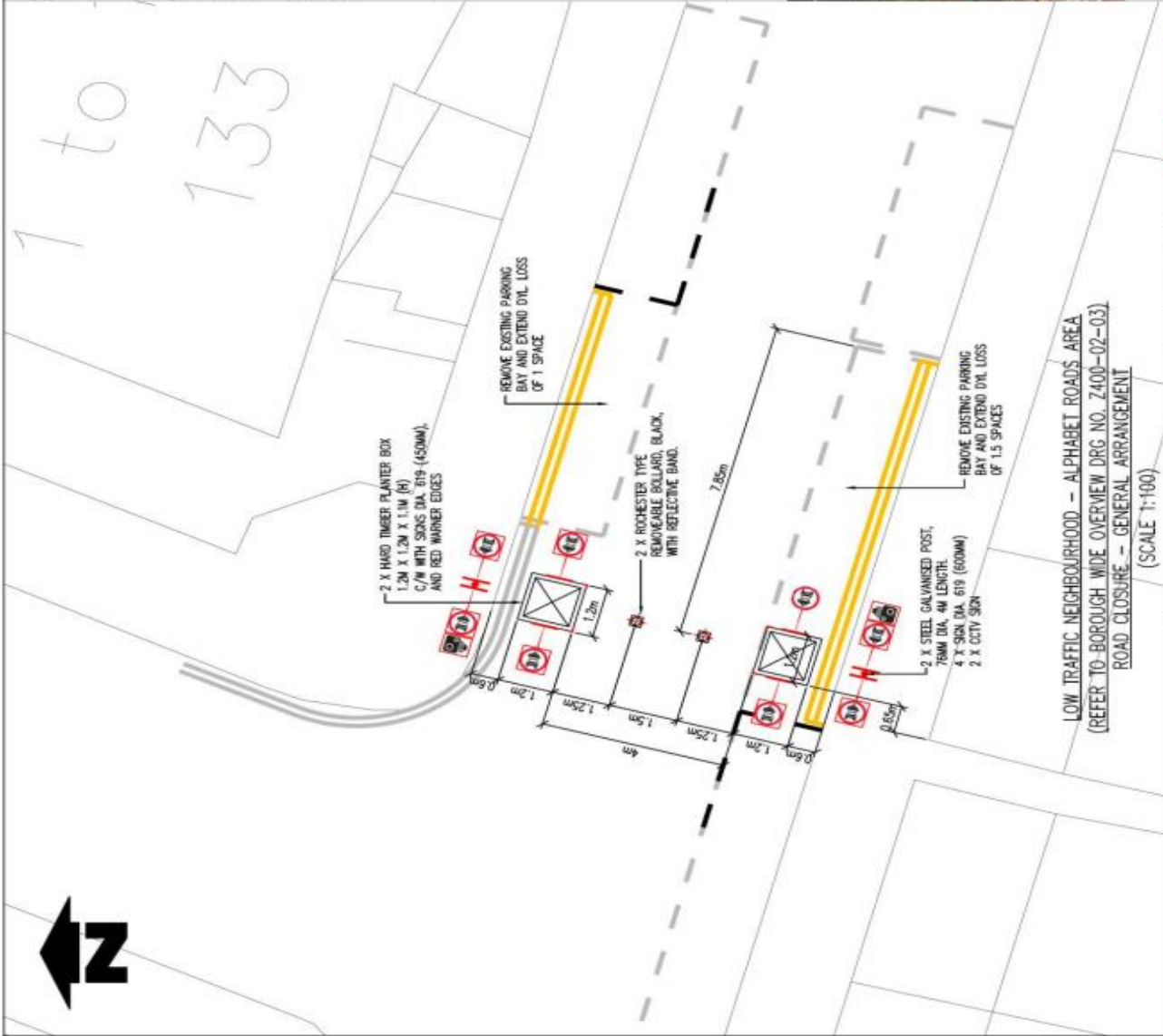
FM Conway will erect information boards on site and their staff will be able to update you on the progress as the works proceed. Please adhere to the social distancing rules.



OVERVIEW
(SCALE 1:1000)



PROJECT	COVID-19 TEMP SAFETY MEASURES
TITLE	LN - TEMP ROAD CLOSURE LINKS ROAD
DATE	2400-02-02-02
ISSUE	A
CONSTRUCTION	CONSTRUCTION
SCALE	1:100, 1:500



PROJECT	COVID-19 TEMP SAFETY MEASURES
TITLE	LN - TEMP ROAD CLOSURE LINKS ROAD
DATE	2400-02-02-02
ISSUE	A
CONSTRUCTION	CONSTRUCTION
SCALE	1:100, 1:500

Notes:
Do not scale from this drawing



**Traffic & Highway Services London
Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX**

**Direct Line: 020 8545 3054
Fax: 020 8545 3038
Our Ref: LTN-Seely Road
Date: 27 August 2020**

COVID-19 - LOW TRAFFIC NEIGHBOURHOODS (LTN) SEELY ROAD NEAR ITS JUNCTION WITH HAILSHAM ROAD - EXPERIMENTAL ROAD CLOSURE

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-

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Date and Time of Works

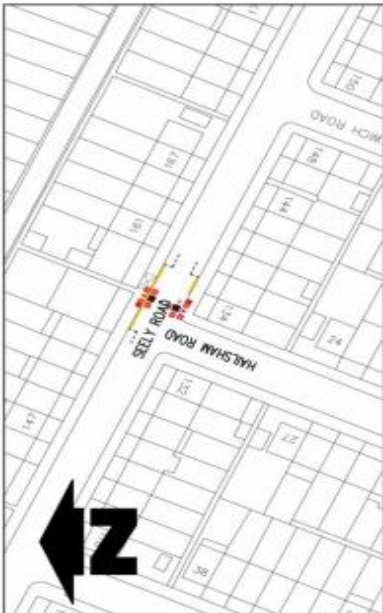
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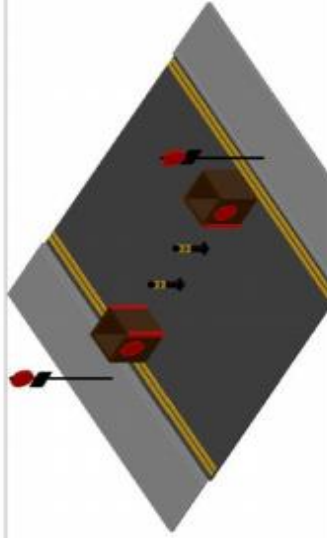
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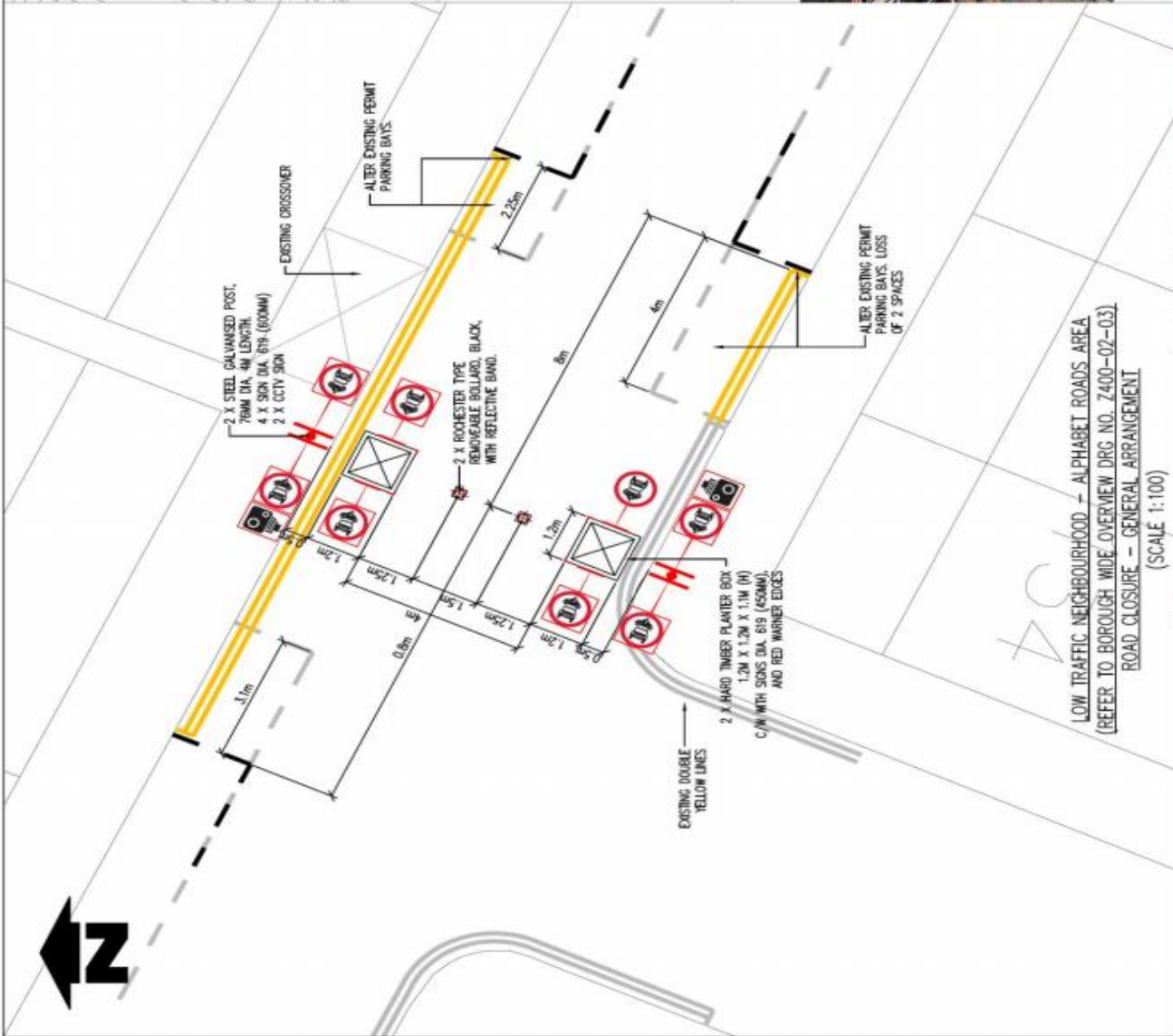
OVERVIEW
(SCALE 1:1000)



3D CONCEPT



GOOGLE MAPS STREET VIEW



LOW TRAFFIC NEIGHBOURHOOD - ALPHABET ROADS AREA
(REFER TO BOROUGH WIDE OVERVIEW DRG NO. Z400-02-03)
ROAD CLOSURE - GENERAL ARRANGEMENT
(SCALE 1:100)

Notes
Do not make from this drawing

Project No.	2400-02-02-01
Revision	A
Client	Merton Council
Location	London Road Merton, Surrey
Scale	1:100, 1:500

PROJECT: COVID-19 TEMP SAFETY MEASURES
TITLE: LN - TEMP ROAD CLOSURE SEELY ROAD

Approved this drawing (with all necessary details) by the Council on 15/05/2024. This drawing is the property of the Council and is not to be used for any other purpose without the written consent of the Council.

Drawn	By	Checked	By	Date

Sustainable Communities
Environment & Transportation

FUTURE MERTON

Road Name	views	Comments or representations
Ascot Road 6250420	Agree	I love the quiet streets. I can let my child play outside without worrying as much. However criminals will use these roads as a way of escaping arrest. You need to solve the security and emergency access. If you can do that, brilliant!
Boscombe Road 6308929	agree	Roads feel safer with reduced traffic. More children and adults cycling in the area. Keeps commercial vehicles from coming down the narrow roads.
Boscombe Road 6308930	Agree	-
Deal Road 6265882	agree	I wholeheartedly support Low Traffic Neighbourhoods
Deal Road 6265883 6265884	agree	I absolutely support low-traffic neighbourhoods
Hailsham Road 6289538	Disagree	I live on Hailsham Road, which is where all traffic now has to travel because of the LTN on Seely Road/Links Road. I have waited to see if the impact decreases over time but it hasn't. What should be a quiet, residential street is now busy throughout the day with cars, vans and lorries who don't know about the LTN. The LTN should start at the exit/entrance of the main roads to prevent this traffic travelling on to residential streets.
Hailsham Road 6250441 6250442	disagree	Traffic on my road (hailsham road) has increased as a result. Traffic on the surrounding roads has become untenable, adding considerably to commutes where public transport isn't possible. Pollution is palpably worse and it is now more difficult to breathe on the surrounding roads. I am directly affected by the Seely road LTN and sincerely hope it is removed.
Hailsham Road 6250466	disagree	It's making the traffic worse on Hailsham Road and driving up pollution on the main roads. Traffic is becoming a total nightmare without links road being able to divert traffic different ways. An utterly stupid place to have these.
Ipswich Road 6250107	Agree	Although I agree with reducing the through traffic, which was considerable, i disagree with the placement. The barriers are currently at Hailsham Road, whereas I believe they should be between Ipswich and Jersey, or just after Jersey Road. Ipswich now feels a long way from Tooting if travelling in that direction by car. I believe this now makes Ipswich and Jersey feel disconnected from Tooting, which could potentially devalue properties. A move of the barriers to Jersey Road would re-open that connection (in the direction the larger volume of traffic heads) and allow Eastbourne as an exit to those heading to Stretham or Mitcham. The alternative is to move the barriers to Eastbourne Road (between there and Deal Road). This still prevents the majority of cars using Links and Sealy Road as a cut through but allows those living in F, G, H, I and J an exit towards Tooting as well as exit towards Streatham and Mitcham. The former suggestion is a good compromise to maintain reduced traffic and prevent all through traffic. This also provides a shorter route for all streets (A to J) in both directions than the current option. The second option (between Deal/Eastbourne) could still result in some traffic diverting through from Southcroft Road to Mitcham Road in rush hour but far less than before. Again, this gives almost everyone a shorter journey in all directions (A to D have longer to Mitcham via this option)
Ipswich Road 6248526	disagree	The proposed activity has resulted in more time to get into the daily shopping and hospital for me and my family and the traffic is increased in the main road.
Ipswich road	disagree	Traffic in main road causing delays and more pollution due to this.

6249923		
Ipswich Road 2 from same household 6259495 6309418	disagree	<p>The traffic on this road has never been an issue I don't see what the point of this scheme is apart from the inconvenience and the affect on crime it will have. I have already seen police having to stop chasing a motorbike as they were stopped by the planters. In addition what instruments are in place to stop scooters/motorbikes going through the planters. There doesn't seem to be any cameras to stop these individuals driving through or on the pavement. Instead this is a danger to pedestrians and school children in particular as safety is compromised by motorbikes cutting through at speed.</p> <p>-----</p> <p>My mum has been seriously ill with covid and needed hospital admittance. The paramedics advised they were delayed due to the road being closed and had to come back round from southcroft road. Also what is the point of closing links/seely when they aren't particularly busy anyway. In addition why are there no restrictions in place for motorbikes/scooters all good and well saying they aren't permitted but no cameras etc to catch them. Or does this happen when someone gets knocked over?? All this has meant is greater traffic on south croft road</p>
Jersey Road 6250852	Agree	<p>The style of signage does not explicitly convey the message of 'no access' - it is also excessive and could/should be rationalised. Signage indicating the no through road situation at each end of the road is almost absent and therefore does not deter people from entering at the respective ends of the road to try and drive through. Cars stopping, reversing, backing up etc. actually increase localised air and noise pollution at the point of the road block. The plants look untidy and temporary both from leaning with the camber of the road surface, and that soil and plants are already disturbed by animals or people spreading the top soil over the road. The design, intended for ease of access by bicycles, also clearly allows scooters to pass through at speed as I witnessed this this morning (black scooter license plate: LC61 MUU). Is there a better system of surveillance and enforcement of the scheme planned that would actually deter this?</p>
Jersey Road 6247165 6251661 6247166 6251657	disagree	<p>This is absolutely ludicrous and has made riding/driving in Tooting very unsafe. I think it should be withdrawn with immediate effect. I drive and ride a bike; as a driver there's is an incredible increase in roadblock traffic, and as bike rider it doesn't feel safe with cars having to make rash decisions as road are no longer accessible overnight. It's feels like it will be even more detrimental to the environment with cars sitting in traffic for so long! I think it should be withdrawn with immediate effect.</p> <p>-----</p> <p>The new LTN initiative is absolutely ludicrous and has made riding/driving in Merton very unsafe. Firstly I was not notified about this despite the direct effect it has on me as a resident; I use Seely and Links Road everyday. Secondly I drive and ride a bike; as a driver there's is an incredible increase in roadblock traffic, and as bike rider it doesn't feel safe with cars having to make rash decisions as road are no longer accessible overnight. Lastly, it feels like it will be even more detrimental to the environment with cars sitting in traffic for so long! I think it should be withdrawn with immediate effect, Wandsworth have taken these road blockages away Merton should follow suit.</p>
Jersey Road 6249983	disagree	<p>I am sorry but all this is doing is making other roads around the area more busy and congested the fact that we have to go around these obstacles and travel extra is more harmful and creates more pollution You should try and use the roads and see for yourself what harm this is doing to the environment</p>
Jersey Road 6277457	disagree	<p>It appears that a blanket decision has been made to restrict motor vehicular access to certain roads with absolutely no insight into the flow of traffic on the roads restricted. Seely Road (and the adjacent Links Road) are not "rat runs". There is not a high flow of traffic that pass along Seeley Road and it is by and large used by residents going to and from their homes. In a climate where everyone feels hemmed in and frustrated by Covid-19, local Councils across London have just addressed to that frustrated!!</p>

Jersey Road 6297427	disagree	Now all residents from Ipswich Rd., Jersey Rd. Vectis Road, Vectis Gardens and east part of Seely and Links Rd. has only one alternative Road to get to Tooting , Streatham Road most of time busy and often restricted with temporary traffic light. All this make us living in the area more difficult as shops, GP hospital and school are in Tooting.
Links Road 6251181	agree	Love it! It would be great to add a parklet in the areas closest to the bollards.
Links Road 6278706	agree	We have loved the scheme, it's reduced traffic, noise, aggressive drivers on the street. We are delighted & hope it continues! Although I can't speak for the air pollution, I am sure this is improved too. We have been trying to reduce our car journeys since having a baby & this was the perfect incentive & community push to commit to that. We have been largely successful & are finding new ways of getting about or doing things without our car all the time. I appreciate some people genuinely need their cars every day, & I am totally convinced traffic is thinner, making their journeys easier too. I have seen on local forums there is a lot of opposition to the LTNs & have not been convinced by a single argument as yet. I hope Merton remain strong in the implementation of this scheme & even roll it out further as needed. Our environment & health depend on it!
Links Road 6313054	agree	-
Links Rd 6251184	agree	Love it!
Links Road 6262949	disagree	With the scheme, all the traffic has now been pushed onto the main road making journey times longer i.e. a 10 min journey into Tooting on a Saturday now takes 30 mins (with the majority of this sitting in traffic which goes against the idea of clean air). I am not a heavy user of my car (only using it to transport things like shopping or when I am time poor). The increase in the journeys and the inconvenience to get home (having to go around as the barriers are inconveniently located) has made me more like to shop for goods and services online or go to Colliers Wood (instead of Tooting) which only harms the local economy.
Links Road 6265052	disagree	These comments are in regard to the links road/hailsham road closure. Since this new scheme has been implemented there has been nothing but noise and chaos outside my property. It's just causing a build up of traffic all in which people needed to turn around, beeping horns and congestion. Also seen ambulances having to turn around- and a fire engine taking quite a while to key the posts down to get by. There has also been reports from us residents within this proximity, the garage on seeley road is experiencing issues with it too. This scheme is designed to apparently make it a low traffic spot- except there is nothing but constant traffic, light glare, beeping horns and people shouting outside here.
Links Road 6249443 6274247 6304336 6308080 6318752	disagree	<p>Waste of money based on flawed thinking. Firstly there is no such thing as a rat run. They are public roads. On links there are no local facilities or shops to walk to. Encouraging socialising is AGAINST covid advice. As the roads are supposedly still accessible to cars encouraging play is a criminally dangerous idea. And giving the emergency services keys to bollards still delays them. This installation is utterly stupid and makes me ashamed to live in Merton where I thought all people were equal rather than some having worse traffic while a lucky few get a bit less. Add to this that the pollution INCREASES as journey times increased. You should be ashamed.</p> <p>-----</p> <p>The blockage served no purpose. Increases road use by cars which have to drive further thereby increasing pollution. It does not encourage walking or cycling in any way, that is a totally spurious and unfounded claim and at numerous times it has hindered emergency vehicles. Imposition of this achieves nothing positive and it needs removing immediately for the welfare of all residents.</p> <p>-----</p> <p>Firstly putting in lockable bollards is opposed by the London ambulance service. Secondly putting them on Links rd and Sealey rd has had no effect as this set of roads is not a run</p>

		<p>through anyway. Lastly I am ashamed to live on an LTN which increases congestion and pollution elsewhere. You should scrap it and apologise</p> <p>-----</p> <p>Still increasing congestion elsewhere, still increasing pollution by forcing longer journeys. Still illegal</p> <p>-----</p> <p>All it achieves is making people at the mitcham end drive further and longer. It has produced no reduction in traffic and installing it using covid as an excuse had already been deemed illegal. It needs removal immediately</p>
<p>Links Road 6248225 6248443</p>	disagree	<p>This is a really bad way to try and encourage greener forms of transport. I can tell you as a resident on the road im not going to stop using my car and all you are doing with this scheme is making me use my car for longer increasing my carbon footprint unnecessarily. Ive just seen wandsworth have scrapped theirs, its time to follow suit and figure out a more effective way to achive the goals you want. I actually fully support your overall aim but the strategy of making driving difficult for myself and other motorists on the road is wrong and leads to more pollution and stressed out drivers.</p> <p>-----</p> <p>My main concern is how fast emergency services are going to be able to get to the accidents. I can see myself that it takes me much longer to get to some places. Did anyone thought about that? Or are you going to talk about that after someone's dies because ambulance couldn't get to him on time??? Another thing is that there is more traffic on main roads and journey that took us couple of minutes now can take easily one hour because of all the traffic. Making drivers drive around and taking longer routes when they are trying to get home creates more pollution. How on earth is this environmentally friendly? Argument for putting up this scheme was that due to covid you want more people to use alternative ways of transport (walking and cycling). That is a weak argument. More people walking or cycling means more people on the roads. Then it can be harder to avoid others and maintain social distancing in case of pandemic. I want to say that I don't like this idea and I would like this blockages to be taken away.</p>
<p>Links Road 6248016</p>	disagree	<p>Links Road has not been used as an everyday "rat run" road. Traffic on this road is relatively low.</p>
<p>Links Road 6247063</p>	disagree	<p>Having grown up and lived in Balham, Tooting, Wimbledon most of my life I cannot fathom who put this together and thought it would be a good idea. There is chaos on the roads now. All of the main roads are completely clogged. In my situation you've essentially cut us off from driving towards Tooting unless we use Southcroft road. My route to see my daughter, due to the bollards on Links and Seeley mean that I will have to spend an additional 15 minutes (each way) in the car causing more pollution that I need to. None of the reasons cited in the reasons for implementation stand up to any scrutiny on our road. Uber drivers barely use it (which is the first sign of a rat race) and the road itself is relatively quiet. The school road half way up links is one way already. It's a huge inconvenience and all it will do is create alot more parking on the tooting side of the bollards. It's so badly thought out with no consultation. The backlash across the borough is already kicking in. Please please please reconsider all of it but mostly the ones on my street which cause more pollution.</p>
<p>Links Road 6255196 6248277</p>	disagree	<p>Completely unnecessary and nothing more than a way for ill informed politicians to make the day to day life of people difficult.</p> <p>-----</p> <p>The scheme is not well thought out and will push traffic onto other roads instead</p>
<p>Seely Road 6248958</p>	agree	<p>I strongly agree with this but also think it should go further and there should be traffic calming down Seely Road. There is too many cars still speeding down the roads.</p>

<p>Seely Road</p> <p>6248949 6248952 6263688 6314986 6314987</p>	<p>disagree</p>	<p>I live in on Seely road were we were given notice on Monday 7TH September that the road would be blocked from Hailsham Road. The bollards went up on the Wednesday 9th September 2020. As if this was not bad enough I was disgusted to find that the way the street would be blocked would be two bollards in the middle of the road with plastic bollards on either side. When I arrived home from a busy day I found there was absolute chaotic as someone (DPD Driver) had decided to get out of his van, chuck the plastic bollards on the pavement and get through the gap. Obviously this made everyone follow. Local residents put the plastic bollards back up but soon as they did the next frustrated driver would do the same thing. No signs inform drivers that the road is blocked from Ipswich Road to Hailsham Road therefore all cars drive right up to the barriers the majority go through others start reversing or doing a U-Turn. As a key worker who has been working through the pandemic I have had to travel a lot for work. Closing the roads has added 30 minutes to my journey which is frustrating. After an extremely busy week I was having my breakfast when I got a knock on the door, this person informed me that they had reversed into my car because of the road being block and no sign were up. I was disgusted why should I suffer the consequences of poor planning? To make matters worse my expensive car which I have worked damn hard for is now going to be classed as an accident repair which drop the value of my vehicle by a substation amount. Is the council going to cover the value that I have lost again due to poor planning? Why do I pay my taxes and council tax? Is it so they can waste money on useless and pointless road blockages? Or to damage cars of residents who actually work extremely hard and pay taxes? It seems that I am the only one who has paid the price for the ridiculous decision to block the road. After a hard week at work I am left more stressed and worried about repairs</p> <p>-----</p> <p>This was the worst idea forced on local residents. There should have been consultation before implementing these useless idea. Someone needs to be sacked for this stupid idea. It has caused more grief than good so much so that it has caused damage worth over £3500 to one of our cars because road closure signs were not erected to warn driver of road closures. By far the worst council along with the most incompetent councillors!!!</p> <p>-----</p> <p>I live in the area close to the closure and the biggest issue is signage. There needs to be a huge sign telling people that the road is closed. Months after closing the road lots of cars still driving up to the barriers on daily basis then reversing and hitting our cars in doing so. We alone have had 2 claims and on both occasions it was hit and run. This is nothing short of poor management. This issue was raised with local MP who could not care less. All we asked for was a big sign to warn drivers. When schools are open as usual we have high level of traffic coming and parking to run to school. This has made pollution worse as most cars wait around and keep their engines running.</p> <p>-----</p> <p>Poorly implemented - driver still don't see small inadequate road no through route signs. Drivers damaging residents cars. Disgraceful.</p>
<p>Seely Road</p> <p>6249425 6249430</p>	<p>disagree</p>	<p>I don't understand why you have applied this road block on Seely Road as mention in the letter this is not social distancing or moving rat running. The council just created more traffic & now it take me 30 minutes from my house to Tooting Broadway via car with all the traffic that you have blocked the roads this creates pollution on the street of London (merton) also this doesn't help us if we are receiving deliveries.</p> <p>-----</p> <p>I strongly disagree implementing restriction on Seely Road as it make my journey longer and create chaos on our roads with more traffic and difficult to get in & out from our road & we never had rat runner in our road.</p>
<p>Seely Road</p> <p>6249868</p>	<p>disagree</p>	<p>The road closures are causing gridlocks which in turn increase emissions. Emergency vehicles are being held up in the gridlocks. The dynamic of the road has changed, I chose to live in a road with traffic so that I and other pedestrians would feel safer with more activity in the road, now it is quiet I don't feel so safe walking in the dark.</p>

Seely Road 6256890	disagree	I totally disagree with the imposed restricted motorised vehicular access on Seely Road. It has caused a continuous stream of cars having to turn around in the road. This has on occasion caused a backlog of traffic on the road. It has added time onto our journey as it means if travelling into Tooting High street we can only access it via Streatham Road. The parallel road (Vectis Road) has also been blocked at exactly the same juncture in the road providing no access to London Road without having to go via Streatham Road also. The inconvenience and the additional traffic turning in the road defeats the object. Please remove the restriction. I have lived here for 6 years and have noticed a distinct increase in traffic on the road not a lessening of traffic.
Seely road 6318937	disagree	This causes me a lot of stress with cars doing u-turns outside my house constantly and parking in front of my garage in the middle of road because of the planters. There is also a lot of noise from the vehicles and the road doesn't feel as safe because it's 1. Too dark and 2. Too quiet with no traffic flowing through. I'm a recent widower and would like to feel safe in my home again. I'm too scared to go outside alone.
Seely Road 6318938	disagree	This is not safe as motorbikes are driving along the pavement to avoid the restrictions. Emergency services are affected by the obstructions
Seely Road 6276635 6275424 6276616 6277206 6278598	disagree	Inconvenience and additional journey time to get to Tooting Dear Sir or Madam, I live on SeelyRoad, SW17 9RA. I am disabled person and there is a problem Due to black poles on Seely Road, which could be resolved with your assistance. Now there have been black poles which are obstacles for residents in on SEELY Road. We have to go all around Southcroft road to get to the other end of Seely Road even for the local shops. We have been living here over twenty five years and never been a problem like this. This is making it difficult and create more pollution, so please request you to help us to remove them.
Seely Road 6278598	disagree	-
Seely Road 6280339	disagree	I do not agree with the restrictions. I have been given any notice beforehand and it is not what I expect from Merton Council. Every day I get stuck in traffic to come to my street when these bollards and plants have been placed. They should be removed.
Seely Road 6276616 6277206	disagree	-
Vectis gardens 6285204	agree	Thank you for giving us back our Roads on the Alphabet Estate Tooting What a joy to live and sleep peacefully without cars and lorries using our roads for cutting through. What I have observed Less people using cars to take their children to school and more parents walking, skateboarding, scootering and on bikes to get to Links School (I believe that there was a problem in the beginning with parents still trying to take their children to school in cars but this seems to have sorted itself) People are stopping and chatting and getting to know each other - more relaxed Children starting to play in our streets again Big increase of joggers and cyclists enjoying the freedom and safety of our quiet roads The Green on Vectis Road has become a quiet, tranquil area, where people stop to enjoy nature. For myself I have a lung problem and have had a continuing cough for years- mostly due to poor air quality - much improved in the last month and enjoying walking around the area in the peace and quiet and having a chat with others. It takes about 1 minute more to get to Amen Corner from Vectis Road but have not encountered extra traffic at anytime. Just a whole new way of living - quiet and peaceful. I would like it to be permanent and would also like to suggest that the introduction of Play Streets around Links School as you already have cameras installed so it wouldn't cost much but what a benefit to our young children - to be able to go outside and socialise and learn how to cooperate and enjoy others away from technology. So a BIG thumbs up from me and a big thank you Merton

Vectis Road 6312768	disagree	The scheme does not make a significant difference to the numbers of cars using the road. I am concerned that ambulances and fire engines are delayed by this and that lives are lost. I am worried about the fact traffic is being diverted elsewhere and this causes heavy congestion on these roads. My journey time to visit my elderly mother has doubled. It is unfair to promote a scheme that is based on a fallacy that the whole population can walk or cycle. It ignores disability and age and discriminates.
Vectis Road 6246755	disagree	The planter in the road serves absolutely no purpose and will not stop rat running because there isn't any!! Seely Road is a quiet road and does not take much if any through traffic. I regularly walk down this road to and from the shops and tube station and the majority of traffic using the road are on route to their house. The planter dropped randomly in the road is unnecessary and just serves to block me into my house. As a resident of the road I should at least be able to access both ends. As it is I now need to do a u turn to exit the road when I do use my car which is necessary to get to work.

REPRESENTATIONS FROM OUTSIDE THE CATCHMENT AREA

Longfield Drive 6309699	Agree	I use this road frequently when cycling to get through to Tooting. It's much safer than using the high roads to it is imperative that this road is accommodating to folks who walk or cycle or don't use a car to get around.
Northway 6302360	Agree	-
Valley Rd 6305751 6305746	agree	-
Florence Road	agree	Several points as follows: 1) Pace of development, progress and the PR campaign to build the case for these has been very disappointing compared to many other boroughs. The Council comes across as not fully supportive of the principal and largely pro car 2) It is really important to build the case and explain the issue to constituents and motorists otherwise the backlash will be very vocal (although note a significant majority are in favour of encouraging healthy forms of transport so it is important the Council maintains backbone and does not yield too quickly when an inevitable loud but not necessarily widely supported lobby emerges. I appreciate funding is tight so if the Council needs help to build the case using volunteers they should reach out - I and many others would be happy to give up our time for free to do that as would other groups such as the Merton Cycling Campaign 3) Parents need to be educated - schools need to become strong advocates both to encourage the benefits of active travel to school and on the emissions point. This needs to be all schools not just some 4) Some parents elect to live further from schools to save money and so they have no choice about how they get to school - while understandable, they take a risk when they do that, that travel options and routes change so it is what it is 5) The LTN's must be combined with other measures - the objective is only partly to stop rat running - it is mainly to encourage people not to drive at all. Importantly there is a major issue with crossing the railway - there are currently no really safe routes for older children or parents (who cannot cycle on the pavement) to cross the railway so even if parents want to travel to school over the railway line with their children they are deterred by the lack of a safe route. This needs to be urgently addressed - Options include dedicated route along Gap road, the advancing of the tunnel at Lower Downs Road or a removal of one lane in town center
Caithness Road 6309546	disagree	Traffic is now funneled down hailsham avenue- children from Links primary need to cross this road - it is now very dangerous for children to cross here. It is also increasing the difficulties for parents to do multiple drop offs/pick ups eg on my work days when i need to drive my daughter to school and my other daughter to nursery and then myself to work (as a key worker i cannot work from home) i end up driving mikes further each day now because of the ltns - traffic has not reduced just been displaced

Biggin Avenue 6300046	disagree	We will be moving to links road in the coming weeks and notice these barriers came up in summer. For us we feel although it's a good way of reducing traffic it will make daily commute and travel a longer hassle. It means we will need to divert via south Croft road which I normally very busy during peak hours and weekends. This means school runs will be a problem. Although we are not a resident yet we will be and we believe in our opinion the barriers should be removed
Crown Lane 6310507	request	Please write to notify nearby residents and include map of proposal - within 500m-1km radius
Edge Hill 6309821	disagree	I don't agree with this scheme. It's already difficult to get around and this will just push more traffic into other areas. Makes no sense!
Melrose Avenue 6247712 6247711	disagree	-
Nairne Grove 6248201 6248197	Disagree	-
Robinson Road 6318760 6318765	disagree	The best way to solve traffic problems is to allow cars and vans to move freely around all roads, the white van man and the mums/dads in cars with kids, the shopping and the grandparents CAN NOT use bicycles or walk!! People have a right to get in and out of their roads how they wish using all entry and exit points. Also how do disabled drivers get in and out?? LTN's and road turning restrictions belong in communist Countries!! Not the UK:)
Rougemont Avenue 6249671	disagree	This has taken place in the borough of Hammersmith & Fulham and the traffic is so so terrible. We have a young family and do not wish to increase traffic in main roads which will occur.
Rustic Avenue 6286445	disagree	It may (or may not) make the air cleaner in the street concerned but it makes the air dirtier on the main roads where it causes congestion. This means people living, walking or cycling on these roads are breathing in more polluted air. It just moves the problem elsewhere. The increased congestion on main roads causes more road rage as people are delayed getting to work or to appointments.
Rustic Avenue 6286448	disagree	Closing off this road to through traffic doesn't solve any problems it just moves it to another place. Creating more congestion on the main roads nearby means people living, walking and cycling on these roads are breathing in more polluted air than before. More people are delayed getting to work or to appointments causing frustration and affecting mental health. It would be better to keep the traffic moving than slowing it down to a standstill.
Streatham Road 6309818	disagree	Extra traffic and idling near my road because of this closure. Takes more time to get out of Furzedown. Simply has no benefit whatsoever. Whoever thought this was a good idea should come and see how it goes in real life. Unbelievable!
Streatham Road 6290427	disagree	We are choking because of this closures. Please open our roads back.
Wessex Avenue 6309269 6309266	disagree	it's not the right way to restrict traffic and redirect it to other roads which are packed already. find efficient measures instead of easy ones.
Strathdon Drive SW17 0PS 6309613	disagree	My life has been adversely affected by LTN's put in place in London and I find them to be a hostile response by local councils to grab at money without any thought of the distressing impact they make to the lives of the residents in this city. I absolutely object to the idea of this LTN and would ask you to consider the residents of not only your constituents but those living in the surrounding areas who will also be impacted in a wholly negative way. I am appalled that you would use the Covid emergency as an excuse when so many people

		are dying. LTN's have proved to create bitterness and division within our communities. My elderly Aunt lives on the edge of Merton and is house bound unless I can take her out in my ca. This will have a direct impact on us both. All the LTN's do is cause greater pollution and become a place of no go areas especially for women at night. I implore you to think again.
Hill Road 6250020	disagree	Consultation and transparency. Since these restrictions have come into play not just in Merton but also in Wandsworth I have noticed an increase in traffic on the Streatham Road/Mitcham Lane. This is even noticeable on a Sunday. I can't see how shutting the roads is helping pollution or congestion. There must be a better way to do this... So no I'm not happy about these changes.
Garden Avenue 6250438 6250436	disagree	This is making journeys longer and therefore creating more pollution. It is inconvenient. This makes journey times longer and therefore creating more pollution. My husband is disabled and driving is not optional.
Glendale Drive 6246699	Disagree	-
Grand Drive 6252948 6252946	disagree	This is unnecessary and will just increase traffic in the neighbouring roads leading to increased pollution and poor air quality ----- An unnecessary action that will lead to increased traffic in neighbouring roads leading to increased pollution and poorer air quality
Edgehill Road 6278515	disagree	MORE POLLUTION MORE TIME BEING WASTED ON ROADS MORE STRESS DISABLED PEOPLE SUFFERING EMERGENCY SERVICES STRUGGLING TO GET AROUND PEOPLE DYING
Fleming Mead 6304382	disagree	Please tell me the purpose of this??? This is not a road that is regularly used by cyclists nor pedestrians so all you are doing is serving people on this road - which I bet you are self-interested councillors! Grant Schapps gave up money from a central budget for councils to put in place schemes that would serve many people across the community - this scheme does not do that! All you are doing is wasting precious money; £1 wasted by government is 1 less pound in the pocket of people who need it. The council should be ashamed of themselves for being so pointlessly wasteful
Eastwood Street SW16 6PT 6318927	disagree	-
Melbourne Grove 6247727	disagree	Just forces more traffic on to surrounding roads, increasing congestion and pollution.

SEELY & LINKS ROADS LTN - REVIEW



June 2021

REVIEW OF LOW TRAFFIC NEIGHBOURHOOD (LTN)

Dear Occupier,

As you are aware, during September 2020 the Council introduced a Low Traffic neighbourhood scheme on Links Road and Seely Road. Both LTNs are linked and were introduced under an Experimental Order. The 6-months statutory Consultation closed in March 2021 and we are currently considering all the feedback received.

It is appreciated that some residents had concerns and some reservations when the LTNs were first introduced particularly during the settling down period, but it is hoped that despite some minor inconvenience to some residents, many of you have come to enjoy and acknowledge the benefits.

Before making a final decision, it has been agreed to undertake a review of the scheme. As part of this review, we are asking you to submit your views to a simple on- line questionnaire using the [Low traffic neighbourhoods \(merton.gov.uk\)](https://www.merton.gov.uk/low-traffic-neighbourhoods) on the Council's website. Those who do not have access to a computer, please contact 020 8545 3700 and ask for a hard copy of the questionnaire and one will be posted to you.

The deadline for submission is **2nd July 2021**. Please note that it is only one submission per household and as part of this review individual responses will not be made.

The Cabinet Member will make a decision based on the feedback received during the statutory consultation and the outcome of this review. Your participation within this review is, therefore, important.

You will be informed of the Cabinet Member decision once a final decision is made.

Important Notice

Currently both LTNs are enforced via lockable central bollards which has become an issue for the Emergency Services. I would also like to take this opportunity to inform you that given the length of time that may take to make a final decision, it essential to take immediate action in accommodating the needs of the emergency services and to ensure their services are not hindered any further, the Council intend to enforce the LTNs via ANPR cameras. The bollards will be removed shortly and camera enforcement will begin immediately. Please note that this does not mean that a final decision has been made, we are simply adhering to the needs of the Emergency Services.

GRAVENEY COUNCILLORS (contact details of Ward Councillors are provided for information purposes only)

Councillor Linda Kirby Linda.Kirby@merton.gov.uk

Councillor John Dehaney John.Dehaney@merton.gov.uk

Councillor Tobin Byers Tobin.Byers@merton.gov.uk

Cllr Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency. martin.whelton@merton.gov.uk

Cllr Rebecca Lanning - Cabinet Member for Adult Social Care and Public Health rebecca.lanning@merton.gov.uk

Road name	View	Comment
Links Road 6339039	Yes	With two young children we have noticed how much less traffic there is, especially traffic moving at speed, there has been with the LTN in place. This makes the road feel a lot safer for the children, particularly at busy times like the school run
Links Road 6336834	Yes	The reduction in fast through traffic has made the street safer, less noisy and, potentially, less polluted. In the first days of implementation, due to a building site using part of the street on Links Road, cars were avoiding the early iteration of the barrier. This shows it is important, the filter remains effective as it is transformed into a digital one.
Links Road 6337517	Yes	Less traffic coming down links road Make the road much safer as speed humps never stopped people slowing down. Only down side is neighbours on the other side of the barrier park on opposite side so they do not have to drive the long way around. This is not an issue as the positives the barriers have brought are far better and give piece of mind. Less noise less pollution and definitely much safer
Links Road 6339303	Yes	-
Links Road 6336906	Yes	Links Road is much quieter now, this is very positive
Links Road 6336665	Yes	It has reduced traffic considerably on Links Road with an associated improvement in noise, safety and air quality.
Links Road 6340393 6337504	Yes	<p>The scheme has been great to reduce the through traffic between Mitcham and Tooting. Yes it might add a few extra minutes to our car journey to the house from Tooting. However this is far outweighed by the benefits in terms of reduced noise, pollution and potential danger for small children. As the bollards have been removed, the traffic has picked up again in the last few days. The signs to alert drivers that there it's a) a no through road and b) cameras with fines are insufficient and not at eye level. The issue will be will this be a suitable deterrent and will it be understood. There is also some skepticism that this is a money making scheme for the council. Overall very supportive of the LTN scheme and some tweaks to the signs will make it a much fairer solution to through traffic.</p> <p>-----</p> <p>- It's a real shame the bollards are being removed. We've enjoyed the peace and quiet along the road since installed and kids playing in the street. I'm not sure we will have the same feeling of safety without bollards- I'm sure we will be back to cars and motorbikes whizzing through. I hope it is very clearly sign post all the way down the road otherwise we will have all the cars turning around right outside our house.</p>
Links Road 6336826	Yes	A noticeable reduction in traffic and air quality. A significant reduction in regular aggressive and abusive actions and language which was a stable in our young children's lives . More children practicing cycling, skating and skateboarding on the street. More considerate driving and shared road ownership
Links Road 6336681	Yes	Have helped reduce traffic down the road and vehicles driving fast down the long road
Links Road 6336624	Yes	I feel that the residents of Seely Road and Links Road should be allowed to pass the restricted area and others who are using it as a pass through should be charged
Links Road 6337030	Yes	On a personal level I think it is a positive scheme. The roads are more quieter. Living at the end of links roads means that it hasn't really caused disruption to my driving.
Links Road 6337056	Yes	I strongly support the LTN's on Links and Seely road. They create a far more pleasant environment and have significantly reduced through traffic/rat running. I am aware of fairly significant opposition to the LTN's from neighbours. With the introduction of the ANPR cameras it should be possible to allow those vehicles registered to addresses on the road (and ABC roads) through the blockades. Could this be considered as a reasonable compromise?

Links Road 6336612	Yes	keep it
Links Road 6337058	Yes	Completely agree with the restrictions in place. If a camera system and a residents pass was able to be provided to allow residents to cut through rather than driving all the way round that would be the best outcome as it would help to avoid blocking up traffic particularly on the A216 towards Figges Marsh however, fundamentally if not possible then the LTN should remain
Links Road 6336866	Yes	I love it, traffic on Links Road is much lower creating a much nicer environment in which to walk, cycle & be out & about in. Please keep them!!!
Links Road 6337068	Yes	Despite some inconvenience, it's overall a significant positive improvement to quality of life. Less traffic, safer roads, less pollution, less noise.
Links Road 6337647	Yes	Huge improvement to the area. No more speeding cars. No hgv. So much safer and quieter. No Road rage. Better air quality. Benefits far outweigh the very minor inconvenience!
Links Road 6341968	Yes	Whilst I agree with the LTN, I am completely against the charges against residents who actually live on the Alphabet Grid. Why should we pay to drive in our own zone !
Links Road	Yes	I believe that the LTN has definitely had a positive effect on our neighbourhood. I live on Links Road which was previously used as a rat run for cars avoiding main roads. Traffic has decreased noticeably since the introduction of the LTN. Not only was there a heavy volume of traffic using Links Road before the LTN there was also, because the road is narrow, a lot of fast acceleration and deceleration to allow cars to pass one another. This was risky for the many children in the area who walk to and from Links, Graveney and Furzedown schools, not only because of the risk of collision but also because of the negative affect of pollution on children's health. When Merton council stopped approving the conversion of houses in the ABC Roads into flats I believe they were looking to the future of the area as a great place for families, with family sized houses, great local schools and a tree planting scheme. The LTN has certainly helped to foster a more family-friendly atmosphere in my opinion and I think it will help ensure that the ABC Roads continue to develop as a fantastic place for young families to live.
Links Road 6336895	Yes	It limits the amount the traffic going down both roads and is safer for the residence and especially the children attending the local school.
Links Road 6336690	Yes	There has been a noticeable reduction in traffic on Links Road and a reduction in speed in that traffic that uses Links Road. This is welcomed in area where many young families live. My original concern was there being continual bottle necks on Eastbourne Road but this hasn't materialised from my experience. I would like the bollards to remain in place. Thanks.
Links Road 6336637	Yes	I am really happy that LTN has been introduced covering Links and Seely Roads. After the introduction of the scheme, traffic has substantially reduced in our neighbour hoods. The streets are now safer, our children can use them without much fear. This has also reduced traffic pollution in our neighbour hood. Fantastic scheme. Please do not remove it.
Links Road 6340440	Yes	Local residents within the alphabet grid should be able to pass through the cameras without being fined.
Links Road 6340272	Yes	The environment for my family has been transformed. The noise of that road is significantly reduced with is great for small children. Seeing children cycling and scooting down road from school has been great. Sure the pollution must be reduced too. Easier to drive down road too when need to .
Links Road 6341211	Yes	It's made Links Road very quiet with the only passing traffic from residents and deliveries. The additional distance / time it takes to drive to Streatham Road is very minimal.
Links Road 6338393	Yes	It's been beneficial in cutting traffic levels on Links Rd and has made cycling & road crossing, particularly for my children much easier. As such I am in support of the scheme. However what I dislike is the stealth inclusion of surveillance cameras on a residential street to enforce the scheme. I appreciate the planters have blocked emergency vehicles but they were a nice addition to the street visually. We over surveil our population, particularly in London and the introduction without sufficient consultation of local residents is very poor behaviour from a council meant to represent us. This is clearly a revenue generation scheme and stealth inclusion of additional video surveillance. Other streets in the local area have strong traffic

		calming in place - I am thinking of the tight metal barriers on Gorringe Park Avenue. As a resident I would like to see options to defaulting to ANPR camera systems and constantly adding punitive measures, especially measures that seem underhanded or designed to trick motorists.
Links Road 6336680 6336870	Yes	I agree with the scheme, and we have seen a pleasing reduction in speeding cars using these roads as a rat run. I do think that the junction between Links Road and London Road should either be one way or widened - while the current scheme is I'm sure meant to reduce speeds, it just causes congestion. I would also like to see Eastbourne Road adapted to cope with the increased traffic (which was already quite high) from cars diverting around the closed roads. The section near Southcroft Road is much too narrow with cars being allowed to park on both sides.
Links Road 6337012 6337011	Yes	Better for children safety, less random cars parking to be near the station, less pollution and it is not inconvenient to drive along Southcroft Road, Mitcham Road, Streatham Road or by Figges Marsh. Promotes nicer places to walk and children to play / explore the streets on their bicycles. Promotes travel to London by bicycle too.
Links Road 6337067	Yes	Links and Seely Roads have been Rat Runs for years between two Boroughs and it has affected the safety of residents and especially school children on their way to and coming home from Links Rd school. The restrictions already imposed on the parents for drop off and pick up zones by car bears out that the potential problem is being addressed. When the cars were permitted the atmosphere was most unhealthy with dangerous particulates. The ANPR cameras also deter crime as does the traffic restrictions.
Links Road 6336872	Not sure	We do like the idea of having the barriers as it reduces traffic thoroughfare. However, as a resident it is a nuisance having go round to south Croft road just go down the road. I would suggest that as there are already cameras installed for emergency services which allows them to go through the barriers. There is also a similar system in place for Gunton and front on road for the school. So I am suggesting if a similar system can be in place where only residents can pass through the barriers. We all already have paid for our parking permits so you should have a database for all of our vehicles. So can this be used for the selective barriers Even if you set up a different database, I am sure the residents would be willing to provide their details.
Links Road 6340042	No	These roads already have low traffic except during the school run when restrictions are placed on Frinton Road and Gunton Road. With the bollards installed we now have much higher traffic concentration on the London Road end of Links Road and Seeley Road during the school run. Southcroft Road and Gorringe Park Avenue together with Links Road and Seeley Road all link London Road and Streatham Road, which results in Links Road and Seely Road having low traffic.
Links Road 6337473	No	Current Objects: Unsafe For my grandchildren going to Links Primary School Unsafe for my grandchildren going to Graveney School Increased travel time and air pollution Inconvenience to local residence defeating the whole objective on LTN scheme!!!
Links Road 6337142	No	Bollards should be removed permanently. Because people from the other side of the bollards also park their cars in our side. So we have less parking spaces in our side. parking permit cost also increasing every year.
Links Road 6336920	No	I never noticed the 'rat race' problem on Links Rd before the LTNs went in, the same amount of traffic is going past my house but now I have to travel an additional 5-10 min, traffic depending, in order to get to my house as the road is closed above my address. I think the bollards on the bike lanes, I have been a cyclist in London for 12+ years, aren't a great addition to safety and cause many more problems than they solve. And the mid road bus stops are a terrible design, they create bottle necks, confuse pedestrians to cross both the bike lane as well as regular traffic. Not a great use of urban planning or comprehensive on how the flow of traffic works on our busy London roads.
Links Road 6337399	No	The scheme as a whole has made it difficult and time consuming for the Alphabet Grid residences. It has not reduced traffic and pollution but redirected it onto Seely road, and Southcroft Road. The bollards have also created unsafe U turn hotspots. Cars are now congested between Eastbourne Road and Link Primary school on the Seely road end. Making it dangerous for the Primary school children to safely cross residential roads on the way to school and creating unsafe Air pollution levels around the school which counteracts the

		<p>school time road closures introduced on Gunton and Frinton Road the year earlier!! It has created dangerous turning points as parents turn their cars around at the plant pots at drop offs and pick ups. This is a great concern for me and my family as I want my middle child to be able to safely walk home from school as my older child has done over the years. He should be able to safely walk and cross roads in his local area around his home and local school. The LTN also causes me great concern regarding my eldest child who will be attending Graveney this year. He will be travelling without an adult on Seely road towards the direction of heavy traffic on a residential road. He will need to cross the roads as cars back up in the morning and afternoon and reverse in and out of roads. The children should be able to walk safely from their homes so they can get to the Zebra crossing on Southcroft road. It also important to remember this part of Seely Road by the mini roundabout has always been of high car usage due to our local shops and its main road connections, hence the mini roundabout. The introduction of the LTN has increased the traffic here, not reduced it. Overall having a negative impact. Personally for myself who is not a frequent car user, who believes in walking and public transport the LTNS have made my few journeys longer in time and length, resulting in greater petrol costs and pollution. It's important to remember that the major</p>
Links Road 6338290	No	<p>I don't agree with it as it's pushing traffic on to other roads, takes people longer to complete their journeys and therefore causing more pollution. It's a very big inconvenience to many of us.</p>
Links Road 6337537	No	<p>It is a huge diversion for me to travel to the end of my own road. I am forced out onto rows that are filled with scooters and mopeds but have little or no sense and it is only a matter of time before there is a serious accident. Low traffic neighbourhood is I'll supposed to Enhance the air and prevent pollution. However, it can only have increased the levels of pollution given the lengthy journeys people have to take in very slow traffic. It takes me a long time to get to my mothers house who I am a carer for. I used to be able to make the journey in five minutes. A possible solution would be if this scheme is going to continue, is to enable the residence do use the roads with cameras picking up the number plates. The council has a record of cars on this road that pay to park, so they could just use this to make sure cars can drive down there own roads and not those that are using it as a 'rat run'</p>
Links Road 6338105	No	<p>It's caused more disruption and road rage among drivers as well as this it's arguably causing even more than pollution and congestion on the surrounding roads as we unable to exit our road and are forced to go around either figges marsh or amen corner, instead of driving through. The cons outweigh the pros in this situation, it just really hasn't helped at all.</p>
Links Road 6336832	No	<p>Yes, it's awful and a waste of money. Roads are built to facilitate getting around the city/borough. I bought my house in 2019 specifically based on the access it has to driving to see my daughter. The positioning of the bollards on Links road now make me feel cut off from Tooting and also stop me from driving down the end of my road to Longley road which is the easiest/fastest/shortest way for me to get to her house (albeit another 20 minutes from there). You're now making me drive in completely the opposite direction down two other roads which aren't mine to get to southcroft road. The detour each way adds at least 15-20 minutes depending on traffic per day to my route. That cannot possibly be good for the environment. In addition this is just displacing traffic to other people which i strongly disagree with. Then there's the fact you've called it a "rat run". I chose to buy a house on a street next to a train station - aptly (ironically) called LINKS road. Which means to link roads together. So yes, i full well assume that people will be driving down that road to connect London Road and Streatham road. If I wasn't ok with having a relatively busy road then I wouldn't have bought my house on a road next to a train station - called Links Road. I have seen basically no reduction in traffic, all that is now happening is that cars are funneling down Hailsham and Vectis. I would be furious if i lived there by the changes which have been made. There is NO EVIDENCE that the roads are any safer. I've not seen a SINGLE person out in the street because of the LTN. People are still able to be knocked over on a street cars can down even if they cannot go all the way down it. Totally object.</p>

Links Road 6341071	No	The difference in traffic flow is negligible. This scheme is a waste of money - money which would be better spent on improved waste collection, street cleaning and recycling facilities which would actually make a difference to the environment around Links Road and Seely Road.
Links Road 6336894	No	Emergency services take longer to get to the problem. Parents driving from Streatham rd. have to use Eastbourne rd. to drop their kids off at Links rd. school. Making Eastbourne rd. a lot busier. To get to Streatham rd. from the bottom end of Links rd by car is now double the distance.
Links Road 6340499	No	The roads were not that busy in the first place and it surely simply increases traffic on surrounding roads
Links Road 6336680 6336870	No	Apart from the inconvenience for the emergency services the bollards affect ordinary motorists trying to get from Streatham Road into links and seely. Also if you are coming from tooting and want to get into the middle of seely or links, you have to go via southcroft and via streatham road. The bollards are a real nuisance and should got rid of permanently as soon as possible. what purpose are they serving?
Links Road	No	I would like to inform you that i tried to complete the online questionnaire but was unable to do so. I will try again later on however i would like to vote against the LTN as it has caused us severe inconvenience and we would like it to be removed.
Links Road 6336822	No	The blockage has not had any of the supposed benefits. The roads still have traffic, there are no more cyclists or people walking (which was a stupid idea in a pandemic anyway) . All it does for us is make us drive further and around using more fuel and causing more congestion. There is no intelligent reason to impose this blockage. . Also to planters look awful and we don't see any more the ambulances that used to use links rd as a quicker way to st George's. So lives are at stake for this vanity project. It beggars belief this was ever done. I also object to the wording of this survey which has nothing to do with cameras or bollards , rather perpetuates the falsehood of benefits that just don't exist.
Seely Road 6337206	Yes	My wife and I have noticed three positive changes since this scheme was introduced. 1. No rat running. This was a huge problem before, evidenced by the large number of cars driving past at often unsafe speeds, at all hours of the day and night. There are now far fewer cars on the road and almost all drive at very safe speeds. 2. Children playing outside more. This is incredibly lovely to see, especially as we have a baby and want her to be able to enjoy the area safely as she grows up. I would not feel that it was safe for her to play outside if traffic was the same as last year, both due to the risk of injury but also due to the higher levels of pollution. 3. Personally, it has made me consider cycling to work. I've recently bought a bike and am really excited about this change. My wife and I really hope the Low Traffic Neighbourhood covering Links and Seely Roads can stay. Thanks
Seely Road 6337022	Yes	it has made it a lot quieter and safer for children and animals
Seely Road 6337362	Yes	As a resident the scheme offers less traffic and noise. These roads were used as shortcuts for other drivers however there is an inconvenience for residents and I believe they should be allowed through. This would also allow emergency services to pass through without restrictions.
Seely Road 6338316	Yes	I'm really happy with the scheme on Seely Road and Links Road as it cuts out a lot of passing traffic - I would prefer it if the junction at hailsham road could be slightly tweaked to allow passage from mitcham road to mitcham lane in the form of an L (so part-way access to both A-roads, as otherwise drivers have to perform a major u-turn to access either road). This would stop the roads from being used as main roads instead of southcroft road but still allow drivers access to both roads
Seely Road 6340073	Yes	The signposting of the restrictions are awful - drivers aren't made aware they can't drive all the way through until they reach the bollards. Additionally, the likes of google maps haven't been notified so sat navs still show it as open, 9 months later. Fixing these two points would help massively

Seely Road 6337842	Yes	I strongly support the LTN as it has vastly improved the Alphabet Grid area. I used to live very close to the road block and, since March 2021, I live a little further down Seely Road. The LTN has greatly reduced the amount of passing traffic, which makes our road much quieter in terms of noise and much safer for my children as we no longer have cars racing past our house. It has also offered additional benefits such as being able to teach my 5-year old to cycle on Seely Road.
Seely Road 6338871	Yes	It makes it a much safer area for the children at links school and a much more pleasant area to live with a family as not a rat run anymore. Presumably better air quality. I think the signs need to be MUCH clearer - especially if there are no bollards - I didn't notice the ones along the school roads.
Seely Road 6337389	Yes	I agree that anpr cameras should replace the bollards as emergency services will be affected
Seely Road 6336934	Yes	I think it's benefitted in terms of less pollution, noise, traffic. I strongly believe that residents should be able to use seely and links freely to access our homes without using more fuel to go a longer route. We pay for parking but are unable to park on certain parts of the road without driving another 1/2 mile.
Seely Road 6336687	Yes	It stops all the traffic, sometimes very fast and it's much quieter and safer .I thought the planters were very good, the cameras I don't like
Seely Road 6341724	Not sure	While I see reduced traffic as a result of the LTN, the current setup is not great and can be improved; it should still be allowed for residents on Seely Road to use the full extent of the street instead of creating a divide. In other councils I have seen that on the LTN residents are still allowed to use.
Seely Road 6337065	Not sure	I'm not sure of the impact on residents and visitors, so I cannot make a decision in favour or against. I do however agree that quieter roads will be beneficial to everyone
Seely Road 6339268	No	No declaration of cost of implementation. No record of number of deaths due to emergency vehicles being blocked, seen emergency vehicles returned due to no access. Increased speeding, especially around vectis road and seely road area. Due to lack of access, we are using surrounding roads more, which defeats the goal of low traffic. Not seen any cyclists around.
Seely Road 6337197	No	I cannot comment on Links Road but on Seely Road there has never been too much traffic. I never thought that this road is dangerous for my kids hence why i think that blocking this road is not very good idea. It just makes me and my neighbours life a bit harder as we need to take longer routes to get to some places.
Seely Road 6336650	No	I don't see any difference now apart from main roads very heavy congested, especially Mitcham Road. I would use a speed camera rather than bollards or plate recognition camera or give way /priority at some parts of the road as it is difficult for 2 cars to pass. I have heard some neighbours received the letter (I didn't), some didn't. Nobody is informed what's going on.
Seely Road 6337156	No	The LTN has put us at a disadvantage as we are unable to access roads off Seely road by car due to the bollards and cameras being in place which means we only have one route that we can follow to get on/off Seely road. In the mornings it is difficult and dangerous to get onto A216 road from Seely road due to oncoming traffic in the morning and low visibility due to Parked cars on A216 outside houses, it is difficult to see oncoming traffic and when there are gaps in traffic to be able to get onto the A216, which may result in accidents. Prior to LTN, I had many options to access roads off Seely road to get to Tooting, now I only have one option which creates a funnel effect of all traffic into one area, extra pollution as cars are sitting in one spot in traffic. All traffic from our part of Seely road is trying to get onto A216 in morning which backs up traffic onto Southcroft road. I feel it is unfair to put cameras up as I have seen many drivers going up and down Seely road without noticing the cameras since the bollards have been removed in the last couple of days, which they will likely be fined as a result. Although there is some signage, I don't think it is very clear. What will the money collected from fines be used for? I do not agree with the LTN on Seely road.

Seely Road 6336931	No	Strongly disagree with the scheme as it causes more carbon emissions to be produced from vehicles, extra driving involved just to get to the other side
Seely Road 6340223	No	The planters which block the road are a big obstruction when trying to get from a to b.
Seely Road	No	They are a hindrance to me in using the road i live in and forcing me to go in one direction only. There is still traffic on the roads from the people that live here, i don't believe there was considerable traffic from people that did not live here as Southcroft tended to be a better road for them due to the width of Seely and Links. However if this is to remain i would like to see that people that live on these roads can pass through the "Barrier" without getting fined as that would solve the problem for the people that live here.
Seely Road 6337348	No	The scheme has not made any difference in the amount of traffic coming down Seely Road. I have not seen any benefit of the LTN it has only made it more difficult for deliveries etc. What would be helpful would be to have the school street hours actually enforced around Links Primary School.
Seely Road 6341949	No	The scheme has conferred no benefits to our household, nor, to our knowledge, to anyone else. We reside near the west entrance to Seely Road, so that the scheme cuts us off from access to Mitcham Road. This means having to go round via Streatham Road and Southcroft Road, adding congestion and pollution to already busy roads and especially at Amen Corner. This obligation is particularly unwelcome since entering Streatham Road is often rendered hazardous by high-sided vehicles parked near the junction. Who gains from this? The scheme was imposed without the consent of the residents, despite the fact that, in the 30+ years that we have lived on Seely Road, during which time both our children have attended Links School, there has never been any significant problem with through-traffic on Seely Road.
Seely Road 6341531	No	This is causing vehicles to go all the way round. it's annoying. There wasn't much traffic in the first place.
Seely Road 6340124	No	To who this may concern. I would like to say that I as a great deal of residence are very much disgruntled of an LTN barrier put across Seely road, we had letter regarding this barrier but no actual consultation??? The majority of neighbours I have spoken to since this barrier was erected are very much in disbelief, as an example the Emergency Services were just not aware of this barrier? I now for a fact that an Ambulance crew had no knowledge of the this barrier and had to heavily apply their brakes with an ill patient inside, and even if they were aware during an Emergency they would have to stop and unlock the two bars in the middle of Seely road, drive over, stop, then relock; every second counts!!! for every Emergency, For Residence living my end of the road are now unable to drive to Mitcham road at the end of Seely road, also now we have to go around to Southcroft road to get to Tooting Broadway, not only this that it adds time to our journey but a costly journey when you are using this route frequently as many of us are having to do so, this very unfair. I would like to propose an idea where as specifically and ONLY for the residence of Seely road and Emergency Services to pass through by using cameras that check number plates of vehicles, the council knows which vehicles belong to Seely road through their database controlled parking. Thank you for your time. GOD BLESS.
Seely Road 6337218	No	It is a real pain! It is annoying having to drive a longer route to get to Tooting
Seely Road 6337259	No	Dear Sir or Madam, Whilst LTN measures at Seely & Links Roads were introduced during the height of the COVID-19 pandemic, which indeed is still ongoing, I do not feel that any real purpose is being served by these poles on Seely and Links roads. Those, like myself, who are required to get around by car have been seriously inconvenienced by these poles dividing our road. I have lived here for over 25 years and have never seen any issue with the road being used for its purpose. There has never been any traffic management issue and we have only been inconvenienced by having to travel extra to get to the other end of Seely Road which to me and neighbours seems disastrous. This is certainly not helping the environment by increasing journey times, more pollution and more time in vehicles. Please can you advise how this is positively contributing to the Government's plan to reduce our carbon footprint? As you can see I and many others are severely upset with the council's actions and hope these

		measures are removed.
Seely Road 6339946	No	We only have one way to go Colliers wood, Wimbledon, Mitcham, Tooting, ect. However, it is more convenient for the residents of Seely Road that live past LTN barrier as they have the other end of Seely Road, Eastbourne Road to reach Colliers wood, Wimbledon, Mitcham, Tooting, ect. Therefore, I believe that we are more affected by the LTN barrier than the residents that live past it. So this survey is not reliable. In my opinion, I feel the LTN barrier has not made any changes to the traffic on Seely Road. and this is unnecessary.
Seely Road 6337398	No	We have not been advised how it will affect visitors etc Also a lot of people never received any notification so how is this going to be fair. In some parts of the roads you have up to 5 houses using one disabled bay
Seely Road 6339887	No	The scheme has been poorly managed. I have raised concern over the LTN and the poorly place signage in the past and nothing has been done about it. Things have only gotten worse as the 2 poles in the middle of the road have been removed meaning cars either ignore the sign or drive up to the plant pots then start to reverse hitting our parked cars.
Seely Road 6338018	No	The scheme is impacting on pollution in my local area. I am having to drive my car further to be able to get to where I need to. The traffic in Tooting and Mitcham is horrendous due to 24 hour bus lanes and the narrowing of the Roads. In addition to this the blocking of left turns into side roads is causing long long tailbacks of traffic (Especially between Tooting Bec and Colliers Wood tube stations) which is causing unnecessary pollution along with unnecessary wastage of Petrol and Diesel for drivers of cars.
Vectis Road 6336679	Yes	Loved quieter roads and seeing more people walking and riding bikes. Roads feel much safer!
Vectis Road 6337805	Yes	-
Vectis Road 6337242	Yes	I have noticed a reduction in traffic, especially fast moving traffic which has made the grid a safer and more pleasant area to move around. I have not noticed any increase in traffic on Southcroft Road and I don't find it at all inconvenient to drive down Southcroft Road rather than through the grid when leaving. I also cycle regularly and it makes cycling through the grid much easier and more pleasant. I have two small children and I feel more confident letting them scoot or cycle on around the grid. I really hope the LTN is here to stay.
Vectis Road 6337508	Yes	There is more freedom for pedestrians in our local neighbourhood. Some noticeable reduction in traffic.
Vectis Road 6337162	No	The scheme has led to a decrease in traffic but this has made the area less safe especially at night as a woman it makes it very isolated when walking along Links and Seely Road. The current arrangement makes it a haven for drug pushers and I have witnessed drug dealers who use mopeds and scooters. This means they can get away quickly. It can impact in the future on crime because of this issue. I have had personal experience of emergency service delay which could have cost a life. Ambulances and fire services are hindered. I know you are proposing ANPR which although I prefer no controls I would like local residents to have access to their roads. I am reliant on my car to undertake caring responsibilities and currently my travelling time is doubled by having to go down Seely Road. The allowance of local people to access their roads without fine would be a good compromise.
Vectis Road 6340130	No	-

Vectis Road 6336871	No	I strongly disagree with the LTN schemes for a number of reasons; Seely road never had a lot of cut through traffic. By installing the barrier the only people inconvenienced are those living on the street. It is also particularly difficult to access the main road from Seely / Vectis esp in the dark winter months with the cars parked on Streatham Road. LTNS hinder emergency service vehicles LTNs are inequitable - essentially privatising roads for those who can afford their own house and their own car. There are many cars parked all day on these roads, all belonging to residents of the streets in question. There seems to be a focus on reducing cut through traffic that makes life nicer for the residents of the roads but no attempt to reduce car use / move people to a greener alternative. Putting a planter in the road does not stop someone's journey being essential. There is little or no regard the residents of the main roads where the traffic is funneled to. Ironically this is more likely to be those who rent and those who don't actually have a car. Reducing carbon emissions is important - privatising roads through cameras / planters is not the answer. I would rather the same level of energy and effort is spent on installing charging points to help people change over to electric than stopping people driving. Having just recently converted to hybrid i find i am very limited as to the places where I can charge my car in Merton and near to my house. I would much rather you spent your time and effort installing charging posts in the roads than ANPR cameras and blocking access to vehicles.
Vectis Road 6336880 6336875	No	I am a resident here this scheme is adversely affecting me and my family in these ways: A) I pay for the GC resident parking zone which covers Seely and Link Road. I now don't have full contiguous access to my parking zone because of the LTN. I now must drive along the main road and make a few side-road turns to get to the other side of my parking zone. The parking fee has been increased recently and now the LTN making it hard to park for myself and those who visit me. Lowering the parking fee should be considering due to this. B) As a resident of the area I am currently being unfairly penalized in order to stop non-residents driving in my street. Why not put an ANPR camera and allow residents and emergency services full access to our road without any restrictions? The ANPR camera would stop non-residents doing rat runs and reduce traffic. This has been done in other roads and is a fairer implementation of the scheme. C) We have 3 young children, and my I have a very bad back and medical issues. Driving is our mains means of travelling. The closure of the through-road on Seely and Links Roads has added extra strain mentally and physically to us as a family and particularly to myself. D) I am not seeing more people walking on the pavement, riding bike etc. since the introduction of the LTN in this area. There hasn't been a drastic benefit as advertised and I wonder if the cost of this scheme is reaping the intended benefits.
Vectis Road 6338008	No	With Seely Road and Links Road blocked it causes traffic build up on the surrounding main roads, also it stops the emergency Services, mainly ambulances, fire engines getting through more easily. SO BAD IDEA.
Vectis Road 6339683	No	We are a family who walk along Seely Road twice daily, to take our young daughter to nursery or the park. In addition, we regularly cycle and use a cycle trailer. In theory we would have been open to suggestion about how to encourage people to switch from cars to low carbon transport, however we don't believe the LTN solution that was implemented during lockdown is a good idea. This is because of the way it was implemented, the lack of traffic monitoring data to back up and conclusion about its success and the health inequalities that it increases between those who live on LTN roads and the busier main roads (where the traffic is just pushed to). Without the data to show that this has contributed to a modal shift in transport behaviour then this is just a waste of public money and reduces support for future low carbon initiatives. It's made it harder for us to cycle along the main roads (due to the increase in traffic) and harder for me to get to the hospital for my maternity checks - not ideal.
Vectis Road 6340405	No	I am disappointed and frustrated that you have spent all this money to install unnecessary road blocks. Seely Road is a quiet street with not much traffic anyhow. It seems pointless to put the road blocks in on a quiet traffic street in the first place. There are speed bumps on Seely road so the traffic moves slowly. Why would you block off a quiet street? A complete waste of money and it serves no purpose. Remove these road blocks.

Vectis Road 6337359	No	It is causing inconvenience and extra traffic on surrounding roads.
Vectis Road 6341841	No	Besides causing inconvenience, it serves no other purpose. Cars can still travel up and down the road up to the blockade. Through travelling traffic is now dumped on to the main road taking the pollution problem there. This is a half baked solution and only reason for it's implementation is to penalise motorists and earn money. All the traffic schemes and road designs are done in contempt of the motorist. Travelling short distances has become a nightmare. Would be interesting to see the results of the simulation studies before implementation and compare after implementation.
Vectis Road 6336633	No	Ok with the blocks in place on Seely Road at moment, they encourage the street to be used as a place to walk and cars slow down once blocks are seen. Removing blocks and replacing with signs, cameras and fines concerns me. Signs are easily missed and people use to the road may not notice them, resulting in a unfair fine. Fines cause frustration and I have experienced this in other parts of Tooting where I have gotten a fine of about £70, with the threat of owing more, for travelling down a road I've traveled before without issue. Again I did not see any warnings and it took a while for me to figure out what road I had got fined on. I've also seen a similar scheme in Corydon and the frustration its caused with residents putting up signs venting the costs and putting up warnings. In this instance the warnings by residents were a lot clearer then the signs put up by the council. These types of cameras and fines come across as a way to catch people out and take money from them. In some instances it may even be money they do not have. What is being proposed will not deter people from trying to travel down Seeley Road, it will only result in an increase to revenue through unfair fining of people making simple mistakes.
Vectis Road 6337025	No	I've lived in the area since 2003 and Seely Road, Vectis Road and Southcroft Road have never been swamped with traffic and I've never seen Seely/Vectis being used as a 'rat run'. This scheme does not reduce traffic, it forces the traffic on to Southcroft Road. I am spending longer in my car and therefore it is not better for the environment. I walk whenever possible but sometimes it is impossible to make a journey without the use of a car. The LTN scheme on these roads are an abomination and make no sense at all - I strongly object to it.
Vectis Road	No	We have had problems since the two roads have been closed. When Streatham road has been closed between links and southcroft once due to a burst water main and also several accidents. Streatham road has become grid locked because of the traffic had nowhere to go. Now where to get out of the mess. Not all people can ride bikes due to health problems. It makes it longer for journeys to st Georges hospital and I have missed appointments. Would it not be better to make the two roads into one-way streets. It would allow traffic to be eased in Streatham Road if it is closed for any reason. Also if southcroft road was to be closed due to an accident where will the traffic be able to go. It would also make it easier for the ambulance service and police.
Vectis Road	No	there are enough road calming measures in place including the 20mph and road humps. Most motorists are very respectful of the measures and limit their driving with courtesy to pedestrian who walk on the pavement and cyclists. The roads in the neighborhood have managed their use by the above groups. bollards dividing and cutting up roads into two or three doesn't make much sense. they end up being divisive. the feeling of community is eroded by further restricting motorsists from driving down the whole length of their road, which are built for the enjoyment of all users. I am very sorry to say this, but putting up the bollards is a complete waste of resources and doesn't make much sense.
Vectis Road 6337162	No	The scheme has led to a decrease in traffic but this has made the area less safe especially at night as a woman it makes it very isolated when walking along Links and Seely Road. The current arrangement makes it a haven for drug pushers and I have witnessed drug dealers who use mopeds and scooters. This means they can get away quickly. It can impact in the future on crime because of this issue. I have had personal experience of emergency service delay which could have cost a life. Ambulances and fire services are hindered. I know you are proposing APR which although I prefer no controls I would like local residents to have access to their roads. I am reliant on my car to undertake caring responsibilities and currently my travelling time is doubled by having to go down Seely Road. The allowance of local people to access

		their roads without fine would be a good compromise.
Ascot Road 6337026	No	It causes great inconvenience for driving with no clear linkage for other options, it adds traffic to the London Road as a result. Google Maps doesn't register that they're there so it causes great confusion for visitors, taxi drivers and if you forget they're there. I don't believe they add anything to the safety of the road. I believe they're there to slow down drivers, yet it just causes traffic problems.
Boscombe Road 6337175	No	-
Boscombe Road 6336919	yes	Very much in favour of the scheme. It seems to have reduced the through traffic (often speeding) and feels safer overall. Good to see the barriers replaced with ANPR cameras. Please could the signposting be really clear along the length of both roads - would be good to make it clear that Links and Seely are in an LTN to reduce unnecessary traffic turning in from the main roads. And very clear signposting on the roads. Communication about the LTN should have been better - both in terms of consultation as we received links before they were ready but also keeping residents on side as it's still not clear what the rules are for residents, creating unnecessary anxiety/chatter. Would love to see something also done at the top of Links Road/Mitcham Road - potentially making it one way to Ascot Road - as it's a real bottle neck.
Boscombe Road 6336930 6336671	yes	Great scheme, stops rat running and speeders. Makes it safer to walk and cycle, drops pollution. People kicking up a fuss will move on to the next petty fight soon enough, please don't reverse. Been great for children, families and cyclists. Feels much much safer
Boscombe Road 6340710	yes	Works well as it makes the area quieter and safer for children. There has been a noticeable drop in the traffic especially vans, and lorries. The safety and congestion at the Links Road/London Road junction has reduced though there are still significant issues with the parking.
Cromer Road 6336869	Yes	There are so many children, it's made a positive impact to the volume and speed of traffic
Cromer Road 6337475	Not sure	It hardly affects us as we don't live close to the LTN. I do feel though that it is important for emergency vehicles to get access at all times.
Cromer Rd 6337303	No	-
Deal Rd 6337635	Yes	I agree with the scheme and it prevents cars from cutting through these roads to avoid traffic on the main roads. Most of the time they travel down and up the roads at very fast speeds and it is very concerning.
Deal Rd 6337681	Yes	roads are quieter and safer for all users and age groups.
Deal Rd 6337306	Yes	I appreciate the advantages of not having traffic along our roads
Deal Rd 6336678	No	As a local resident I would have to say that in comparison to other schemes elsewhere this actually has relatively minimal impact from a driving point of view. As a cyclist I have never felt unsafe on these streets, traffic calming is largely effective and cars don't tend to drive at excessive speeds on these roads. The roads that the primary school is on already have additional restrictions. Links and Seely are rarely used as rat runs anyhow as Southcroft Road flows very freely. In summary: not half as awful as most LTNs, just a bit pointless

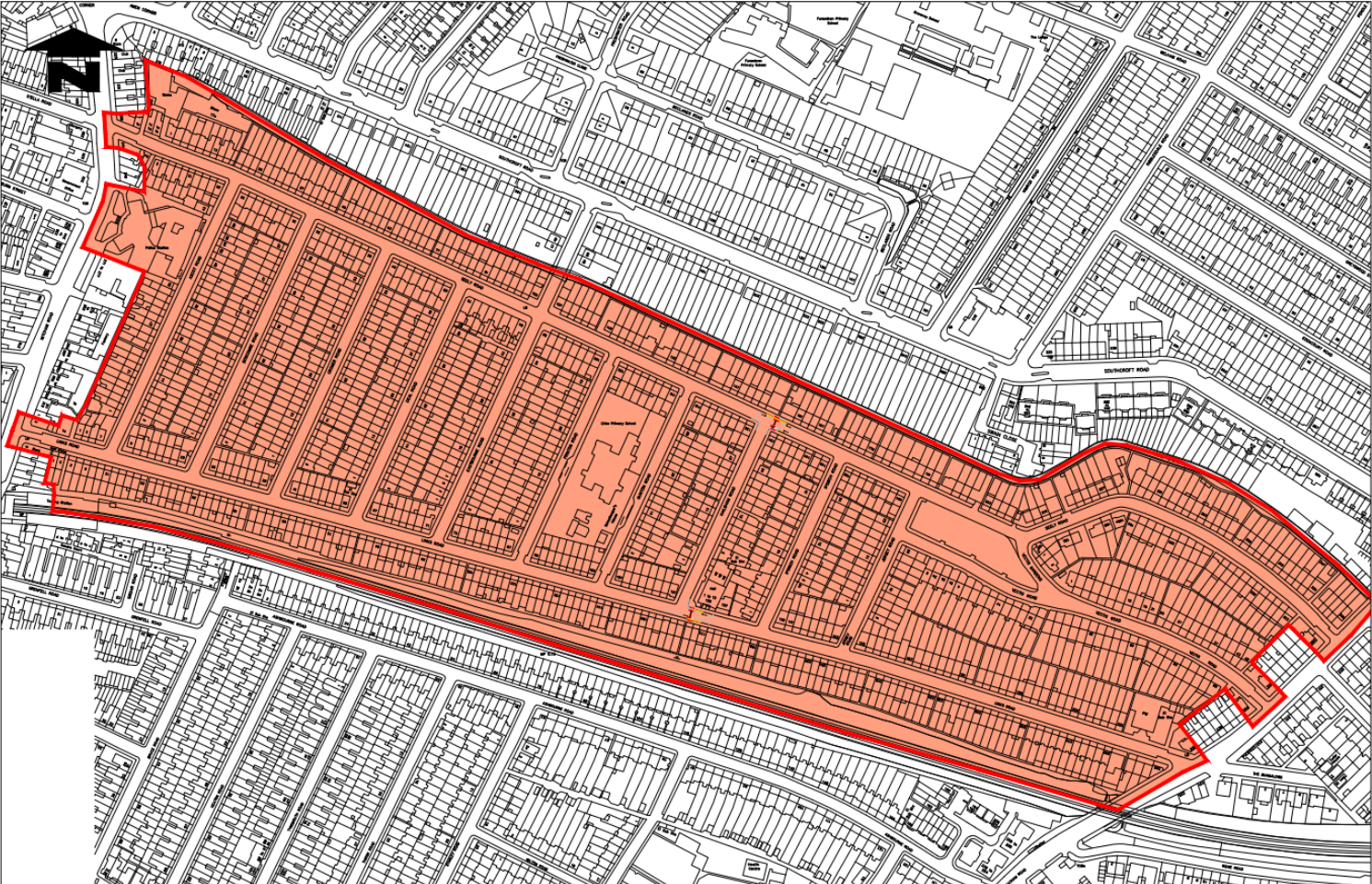
Deal Rd 6337233	No	As a resident will I be able to access my neighborhood with whatever transport I need.
Eastbourne Road 6337168	Not sure	I agree with the scheme, to try and remove the amount of traffic in the neighbourhood, however it has and continues to cause issues. Especially with taxi and Uber drivers. Online maps have not been updated to show that you cannot drive down these streets. We have noticed a considerably less amount of traffic since the trial started and it has been safer and easier crossing roads.
Eastbourne Road 6336940	Yes	Since its introduction I have noticed a "visible" reduction of through traffic using the ABC grid area. It is my opinion that this is a positive benefit for local residents, adjoining businesses and those visiting the area (on foot - IE those travelling to the local school and RC Church (on Links Road)). However, there is potential for further beneficial interventions; particularly those that further remove non-visiting vehicular traffic. Other measures that remove vehicular traffic to the school (IE parents) should also be considered.
Eastbourne Road 6341434	No	It is inconvenient, expensive and unnecessary. I've lived in the Links Road area for over 40 years and there isn't a problem with traffic cutting through. In general, gratuitously impeding traffic does nothing to improve pollution or congestion, and it makes life difficult for ambulances, fire services, the police or people who need their cars to maintain mobility (e.g. the elderly and disabled). Take a leaf out of Wandsworth's book and get rid of the roadblocks.
Eastbourne Road 6341784	No	The LTN for Links and Seely Road is impractical as it's an access road between Streatham Road and London Road and now with drivers unable to use it, it's causing so much more traffic at the intersection of Southcroft Road and London Road with cars often bottle necking beyond the traffic lights. It's also super inconvenient for residents in the area as no short cut available.
Frinton Road 6341808	Yes	I am pro this Low Traffic Neighbourhood scheme on Links and Seely Road. It has reduced traffic on these roads substantially, although there continues to heavy use of the Eastbourne Road (Junction with Southcroft road) leading down to Links Road to meet with Mitcham Road, mainly during during peak hours. I have one concern now the large wooden planters have been removed, I am not convinced that there is adequate signage to make it 100% clear to drivers that they can't drive through the junction. I have seen a number of cars drive through and not sure they were aware of what they had done wrong.
Frinton Rd 6341644	No	Closing the roads has caused an increase in traffic in Eastbourne Road and the mini round about that crosses Eastbourne and Seely. This often causes traffic to be backed up, causing increased fumes and road rage from drivers. Residents have to make longer journeys to get to the same destination, which makes no sense and I feel sorry for the residents on Southcroft road for the increase of traffic. I worry about access for emergency services but i think you are addressing this. Why can't you make it a through road for residents, so you have a permit that allows you access (as you do on the school streets for residents of those streets) - this doesn't increase traffic because the cars belong to the people who live here and if we can't go through the closed off part of the road, we are forced to go on longer journeys impacting pollution and congestion.
Gunton Road 6337139	Yes	It has so far substantially reduced through-traffic on both roads and they are no longer a "rat-run", making them much safer for pedestrians and drivers, and considerably reducing traffic congestion/build-up of cars entering and exiting at each end of Links Road.
Gunton Road 6336642	Not sure	I think a better option would have been to have Links and Seely Rds one way instead of having a barrier half way along. My road is much busier now as people use it to turn round as they can't get through
Gunton Road 6340955	No	As an elderly gentleman with early on-set Parkinson's and walking issues I rely heavily on those with transport to help me travel/obtain essentials. Since the LTN has been in place: - I have been late to several hospital and doctors appointments because taxi's have been stuck in server traffic on Southcroft Road, Mitcham Lane and London Road as a result of being unable to drive down Links/Seely to directly pick me up. - I have had shopping deliveries delayed by up to 2 hours often resulting in them clashing with my welfare visits. - There has

		<p>been an increase in dangerous driving with many drivers (many of them parents who's children attend Links Primary School) making erratic 3 point turns having realised that they cannot drive any further than Hailsham after dropping off their children. - Until the flower pots were put in, I witness on several occasions cars driving on the pavement WHILST CHILDREN WERE ON THEM to avoid having to turn around. - In February a neighbour of mine had a fall and due to the bollards it took the 'watch alarm' people 45 minutes longer to reach her due to their inability to avoid the traffic on London Road, Southcroft Road and Mitcham Lane. - There has been an increase in car's driving down my street which has led to an increase in noise pollution. - There has also been an increase in people driving the wrong way down my street despite clear no entrance signs.</p>
<p>Gunton Road 6338978</p>	No	<p>There was no consultation The cost of the LTN bollards/planters The impact we all told the Council it would have on the emergency services. The impact on my road. I have seen more cars driving down my road due to not being able to get through. My road is a school safety zone. Parents picking up their children from school are now doing dangerous 3 point turns because you can't get down the safety Zone roads. More cars are also driving the wrong way down the road which is one way. Difficulty in getting in and out of the ABC area. Increase in pollution - it takes me longer and more petrol fumes in order to get onto Streatham Road. Links and Seely was never a rat run which is what we have been lead to believe. I have lived in Gunton Road for more than 20 years and the traffic has never been that busy unless Thames Water decide to dig up Streatham Road without warning - as advised by Council officers. It has become a nightmare to get deliveries especially during COVID restrictions. We were told these were brought in for COVID measures but I have yet to see the 100's of people walking down Links and Seely Roads on a daily basis. Why was so much taxpayers money spent on this ridiculous scheme when there are families starving in this country. What a total waste of money. The Officers who agreed to these ridiculous costs should be ashamed, especially when we have weekly newsletters from our local councillors asking for donations to food banks. What also beggars belief is that the Council are now proposing to remove the bollards and install cameras, at what cost. I do not pay my Council tax for it to be spent on pointless and wasteful schemes. Other boroughs have listened to their residents and have removed completely the LTN's. Why has Merton not removed theirs! Remove the bollards/planters and do not install cameras and spend any more of the hard earned tax payers money on what is a total waste of money.</p>
<p>Hailsham Road 6340055 6340057</p>	yes	<p>Roads are much quieter and safer. Only issue is lack of bicycle parking for residents and non residents. Also increased measures to prevent parents driving kids to and from Links school please, as at these times it's not particularly safe.</p> <p>-----</p> <p>I believe it is bigger picture thinking which is rare and difficult to do for local government and local authorities. I know you will have lots of people moan to you about the extra five minutes on their journey, or the annoyance that the school run is a bit harder or the fact that they can no longer park on a certain side of the street. However none of these are more important than the issues we have around safety for children and the environment which all require significant, brave and unpopular changes. I hope you are not pushed to make the wrong decisions by short-term and angry thinkers</p>
<p>Hailsham Road 6337024</p>	Yes	<p>It's made the street a lot quieter and nicer to walk around so I'd wholeheartedly support the scheme continuing. I'm not sure that removing the barriers and replacing them with cameras will work though.</p>
<p>Hailsham Road 6336947</p>	No	<p>1) The LTN has turned Hailsham Road into a major road, with vans and cars cutting through it at fast speeds, day and night. The drivers approach the ends of Seely Rd and Links Rd and then realize that they are blocked, so they then use Hailsham Road to make cut-throughs. Hailsham Road is one of the nicer roads on the Alphabet Grid (lower crime rates, less run down houses). This LTN is turning Hailsham Road into a poor advertisement for Merton Council. 2) The LTNS are failing in their objectives, as they not stopping people from driving. The gridlocked traffic on Mitcham Road and Mitcham Lane, with tons of pollution seeping out, shows that this particular LTN has merely shifted people onto other roads. What does Merton expect? That middle class SUV-driving Guardian reading Champagne socialists in the area are going to walk their children to the prestigious Graveney School?! 3) It is disappointing that</p>

		Merton Council sent Council Tax payers a letter that was clearly biased in favour of LTNs. Surely the Council should occupy a neutral position, as all of its residents pay taxes? The pro-LTN letter leads me to one conclusion: I will soon receive a letter, saying, "Whilst some residents objected to the LTNs, most feel that they have been a good thing...". 4) I am a pedestrian. I gave up my car in 2020. As much as I enjoy walking, I enjoy it a lot less now that the major roads are full exhaust emissions.
Hailsham Road 6336669	No	I live on Hailsham Road and the volume of traffic on our road has increased massively particularly in the morning and evening. Cars get to the barrier and have to turn into our road which has increased the amount of traffic and pollution. For the past 18 years of living here we have loved how quiet our road has been but that has all changed. We also struggle to park as it seems people just on the other side of the barrier use our road to park so they can stay on the "Tooting" side. It's ironic that Frinton and Gunton have been made safer school streets while my children have to contend with speeding cars and more pollution.
Hailsham Road 6341639	No	It is totally stupid, biased towards the richer roads and driving up pollution on the main roads. Get rid of them now.
Hailsham Road 6336874	No	Hailsham Road has become busy with cars, vans and lorries at all times of the day. There hasn't been any reduction in recent months so it appears that drivers still don't know about the blocked roads until they reach them. I agree we should stop rat running between London Road and Streatham Road but this isn't the right solution. Vehicles can still enter these residential streets - the roads should be closed at the junctions with Streatham Road and London Road, not half way down
Hailsham Road 6336867	No	The LTN scheme on Links and Seely Roads has increased traffic on our own road (Hailsham), made that road more dangerous, led to our cars being clipped by delivery vans, has increased journey time when (of necessity) we need to drive to work where there are no public transport links, has caused problems for delivery vans who get stuck at the bollards and cannot turn around, and confusion for those visiting us. Most importantly, it has also caused issues for the emergency services, as has been widely reported, and has made our own road more dangerous (it no longer feels safe for children to play in it, for instance, which used to be the case). Sadly I must object to the bollards, just as I object to the installation of traffic enforcement cameras. I implore you, as a resident who lives right next to the LTN blockages, to remove them and keep things as they were before so that the roads are safer for everyone. I know that the neighbours on either side and above me also feel the same.
Ipswich Road 6341647- 6336830	No	The blocks have created a great inconvenience for everyone in the neighbourhood, especially with journeys to school. Journeys to school have become much longer and more difficult as these blocks have increased the traffic in the main roads since drivers no longer have access to these shortcuts that were previously available. Moreover, the environmental impact of the blocks is negative as due to them more drivers are using main roads. This has increased the traffic there and therefore means much more toxic gases, both to the environment and the general public, are being released compared to before the addition of the road blocks. ----- very inconvenient, facing unnecessary traffic and extra time to reach home, noticed the problems faced by emergency services.
Ipswich Road 6336640 6336830	No	The closing of Links Road and Sealy Road was introduced without consultation. Motorbikes still do not adhere to the new rules and I have seen multiple motorbikes pass through the planters/barriers. This is dangerous because pedestrians are not expecting the rules to be broken. I have also witnessed small cars mounting the pavement to bypass the blockage. Again this is dangerous. A number of cars, vans and lorries have tried to continue to down Links road but since they are too large to fit around the barriers, this has increased the volume of traffic on Ipswich Road, as they try to find an alternative route through. Poor consultation before introduction and increased traffic on our road, which is now more dangerous. It has cost us financially as to access Tooting we are now required to drive round via the Streatham Mitcham road. Please remove this hazard...
Ipswich Rd 6339961	No	The scheme is counterproductive because it is actually worse for the environment. E.g. residents that are trapped before the blockage have to travel a long distance for their journeys

		and this adds unnecessary pollution. Also, some roads such as Ipswich Road get busy as drivers do not realize that the blockage exists.
Ipswich Road 6337479	No	The LTN is not helpful and is a lot more difficult for us as going up steely road or links road is more quick and efficient for us. We would rather not have the LTN.
Ipswich Road 6340953	No	My mother had a bad covid infection during december and the ambulance was delayed due to the LTN. The paper the ambulance gave also stated this. Thankfully my mother wasn't in a severe situation but still had to be taken hospital. I can only imagine what it would be like for someone who's had a stroke or heart attack and find that the ambulance got delayed because of some silly LTN system in place. Although it is quieter here I think the way the LTN system is done is wrong, if anything it should allow local residents to pass through but block any external traffic from 9-5pm or 9am-11am and 2-5pm
Ipswich Road 6336958	No	Not safe for school kids both at links primary and graveney. As so many cars are double parked by links primary on the double lines making it dangerous for kids crossing the road. Eastbourne road junction is also really congested at school drop off and pick up times making it unsafe for children. There was no issue with a rat run on these roads and this hasn't really fixed anything. The only thing that has happened is extra pollution from us having to drive the long way round to tooting and then xtra traffic on streatham road/southcroft road. If barriers are moved and LTN is left to allow emergency access and local residents access as on the school streets that would be acceptable
Jersey Road 6336609 6340222	Yes	<p>I think our city needs to move beyond the private automobile. I no longer believe motorists have an inalienable right to the free and easy use of private cars to get around when there are clearly other options. However, all the arguments I have seen against the LTN's have either focused on emergency vehicles, as a means to quash LTN's by stealth. So perhaps some of the ways to mediate this is to make more use of one-way systems with exemptions for cyclists and emergency vehicles, or use camera enforced methods to restrict entry for private motorists. As a cyclist and pedestrian I have very much enjoyed the extra quiet and safely LTN's bring, but have found frequently that positive voices for the scheme have been drowned out by motorists who are not willing to accept that we can no longer continue to cater for their outdated, dangerous and polluting mode of travel. Thank you for this opportunity to make my voice heard.</p> <p>Since the scheme was installed, these roads have become much calmer, and no longer attract rat run traffic. The road is not suitable for through traffic as mostly it's necessary for vehicles to give way to traffic coming in the other direction. The installations make sense by stopping through traffic and reducing the chaos. There are many young children in this neighbourhood, and the installations protect the school area, making it safer for children to use the streets.</p>
Jersey Road 6340708	Yes	I like the broader purpose of the LTN (reduce car journeys, encourage cycling, safer/quieter streets for children) and like the quieter streets where we often walk with our small children. It has made driving to/from home more inconvenient as most of our journeys require us to deviate around the blocked road. It has also been inconvenient for visitors and taxi drivers coming to our house as they are not aware of the blocked road. An LTN system using cameras (and not physical bollards), enabling local residences to pass thru but not others, would be my preference as a solution which delivers on the purpose but also doesn't serve as an inconvenience to local residents.
Jersey Road 6341726	Yes	As long as the roads are accessible for emergency services, deliveries and enabling those with disabilities to travel by vehicle- I think this is a great idea! Lots of elderly people and young families live in this area and it's greatly reduced the numbers of cars speeding down the roads which is potentially dangerous for residents. It's also great to see the council implementing greener measures for traffic management.
Jersey Road 6338935	No	the restrictions cause extra mileage to be driven in order to access properties and cause problems for delivery drivers also

Jersey Road 6338843	No	Very inconvenient
Jersey Road 6338836	No	This has not to my view reduced traffic flow but increased blockages from people turning around. I use this area mainly as a pedestrian and rarely a driver. It has not helped me as a pedestrian and makes my usually severe short car journeys much longer as a driver. Discussions with taxi drivers also show these are very unpopular and I have seen my fares increase. I pay tax and parking permits to use this road and with pedestrian point of view I do not see the use of them. Please take these down.
Jersey Road 6338840	No	
Jersey Road 6339021	No	It is not productive it creates confusion for drivers and more traffic as drivers have to reverse to find alternative routes. There has also been an in increase traffic on London Road and Tooting road as drivers can not use side roads i.e. Link and Seeley Road. As you now need to circle Figgs Marsh or Southcrofft Road to access either the Tooting or Mitcham Lane area I am sure there is increase time for cars on the road which I am sure is causing more pollution.
Jersey Road 6337763	No	As previously commented, it appears that a blanket decision has been made to restrict motor vehicular from accessing certain roads with ABSOLUTELY NO INSIGHT into the flow of traffic on the roads restricted. Seely Road and Links Road are not "rat runs" and is by and large used by residents going to and from their home. The whole thing is highly inconvenient, extremely frustrating and a total waste of my hard earned tax paying money!!
Jersey Road 6338856	No	An unreliable decision made without prior public consultation. It divides society , increases the travel time to leave the area as the number of exit roads reduce by half and make busy disincentive roads even busier and more dangerous . One serious traffic accident happen at Seely road / Streatham road junction a few weeks ago.
Jersey Road 6337250	No	The LTN blockades on Link and Seely are causing me and my neighbours to have to drive extra distance along Southcroft to get to London Road. This is creating considerable extra pollution, especially for the residents of Southcroft Road - who already have to suffer pollution due to Southcroft Road being a major through road between Amen Corner and Mitcham Lane. The LTN Blockades are not preventing any population they are simply displacing it onto Southcroft Road - which seems extremely unfair to the residents of Southcroft Road. So setting aside how increasingly annoying it is to constantly have to head out up Vectis Road go around the roundabout and then drive all the way down Southcroft Road just to get to Amen Corner or London Road a journey that previously took 45 seconds!! - it is totally counter productive in terms of pollution and traffic noise to displace the problem to the residents Southcroft Road. There's is nothing about the scheme we as a family have found appealing and on a daily basis it is an irritant to the smooth running of our daily lives, we at 6 Jersey Road would be thrilled and relieved in equal measure if the scheme was removed. We are crossing our fingers that the council remove the LTN scheme and allow us to return to our old rhythms and flows of daily life.



Merton Council - call-in request form

1. Decision to be called in: (required)

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2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

5. Documents requested

6. Witnesses requested

7. Signed (not required if sent by email):

8. Notes – see part 4E section 16 of the constitution

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy and Electoral Services, 1st floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and Electoral Services on

020 8545 3409